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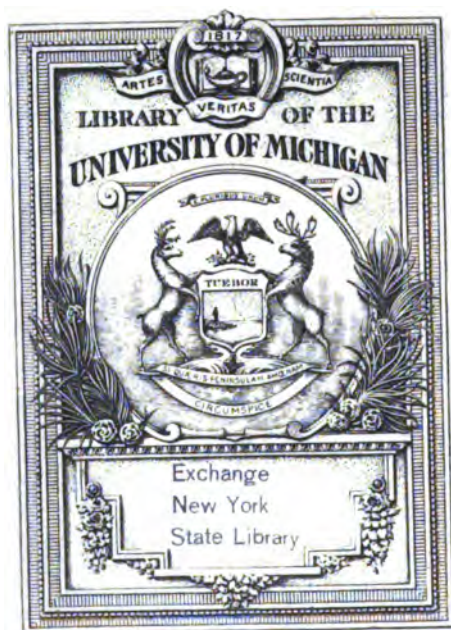
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# NEW YORK LEGISLATIVE DOCUMENTS

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ONE HUNDRED AND FORTY-THIRD SESSION

1920

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VOL. XIV — No. 36, PART 1

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ALBANY  
J. B. LYON COMPANY, PRINTERS  
1920



STATE OF NEW YORK

# PUBLIC SERVICE COMMISSION

## FOR THE FIRST DISTRICT

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# THIRTEENTH ANNUAL REPORT

## For the Year Ended December 31, 1919

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LEWIS NIXON,  
Commissioner  
EDWARD J. GLENNON,  
Deputy Commissioner  
ALFRED M. BARRETT,  
Deputy Commissioner  
MORGAN T. DONNELLY,  
Deputy Commissioner

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Vol. I

Report and Appendix

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TRANSMITTED TO THE LEGISLATURE JANUARY 12, 1920

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ALBANY  
J. B. LYON COMPANY, PRINTERS  
1920





STATE OF NEW YORK

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT

NEW YORK, *January 12, 1920*

*Honorable Harry C. Walker, President of the Senate:*

*Honorable Thaddeus C. Sweet, Speaker of the Assembly:*

**SIRS:—** The Public Service Commission for the First District of the State of New York herewith transmits to the Legislature its report for the year ended December 31, 1919.

Respectfully,

LEWIS NIXON,  
*Commissioner.*



## TABLE OF CONTENTS

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### VOLUME I

#### PAGE

Commission Reorganized .....	7
Salaries of Deputy Commissioners.....	8
Split Salaries .....	9
Expenses of the Commission .....	11
The Traction Problem .....	12
Coal Conservation .....	20
Labor Disputes .....	20
Evening Hearings .....	27
New Rapid Transit Lines.....	28
Formal Cases Relating to Transportation, Heat, Light and Power Companies .....	29
Stock and Bond Authorizations.....	47
Rapid Transit .....	60
Progress of Construction .....	66
Grade Crossing Elimination .....	77
Regulation of Transportation Corporations .....	84
Regulation of Light, Heat and Power Corporations .....	131

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### APPENDIX

Orders of the Commission Issued in 1919.....	153
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## ANNUAL REPORT

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NEW YORK CITY, *January 12, 1920*

*To the Honorable, the Legislature of the State of New York:*

The Public Service Commission for the First District presents to the Legislature herewith its Thirteenth Annual Report, for the year ended December 31, 1919.

During the year the Commission was reconstituted under Chapters 520 and 263 of the Laws of 1919, which substituted one Commissioner at a salary of \$15,000 a year for five Commissioners as authorized by the original Public Service Commissions Law. The Commissioner is authorized to appoint three Deputy Commissioners at salaries of \$7,500 a year each. Under the new law, Hon. Alfred E. Smith, Governor, appointed Hon. Lewis Nixon as Public Service Commissioner for the five-year term ending January 31, 1924. Commissioner Nixon qualified and took office on May 3, 1919, succeeding Hon. Travis H. Whitney, Hon. Charles S. Hervey and Hon. F. J. H. Kracke, the only members of the preceding Commission then remaining in office.

On June 10, 1919, Commissioner Nixon appointed Hon. Edward J. Glennon of The Bronx and, on June 19, 1919, Hon. Alfred M. Barrett of Queens, to be Deputy Commissioners.

On December 30, Commissioner Nixon appointed Hon. Morgan T. Donnelly of Brooklyn as the third Deputy Commissioner. All three deputies have qualified and entered upon their duties.

Prior to the passage of the Foley Laws (Chapters 520 and 263 of the Laws of 1919), the work of the Public Service Commission for the First District included the regulation of public service corporations under the Public Service Commissions Law, the Railroad Law and other statutes, together with the planning and supervising of construction of rapid transit railroads under the Rapid Transit Act. The new laws divided the work of the Commission and provided for the appointment by the Governor of a Transit Construction Commissioner, who was empowered to



take over the rapid transit construction work of the old Commission. On May 26, 1919, Governor Smith appointed Hon. John H. Delaney of Brooklyn, then Commissioner of Plant and Structures of The City of New York, as Transit Construction Commissioner, and on June 1, 1919, Commissioner Delaney took office. On the same day, the Public Service Commission transferred to him the staff of the old Commission engaged upon rapid transit work, together with such rapid transit records and papers as could then be segregated and turned over. Since that time, although both Commissioners and their staffs have continued to occupy the same offices in a building owned by The City of New York, at No. 49 Lafayette Street, New York City, the regulatory and rapid transit work have proceeded under two separate and distinct organizations.

The change, however, was not accomplished without considerable inconvenience and the surmounting of obstacles which could not be foreseen or provided for in the new laws. While the Legislature of 1919 provided sufficient funds to pay all salaries of the Commission as it was then constituted, such appropriations did not fit the new conditions arising out of the division of the Commission under the Foley Laws, and early in the new fiscal year the Commission found that it was without the available funds to pay the salaries of the Deputy Commissioners authorized by the Act, as well as the full salaries of certain employees who before the division were paid partly by The City of New York and partly by the State.

### SALARIES OF DEPUTY COMMISSIONERS

As above stated, the Commission for the First District was formerly constituted of five members, each receiving a salary of \$15,000 per annum. The aggregate amount of their salaries, \$75,000, was appropriated for the fiscal years ending June 30, 1919, and June 30, 1920. The Foley Laws substituted one Commissioner at \$15,000 for the five Commissioners then in office, and empowered that Commissioner to appoint three Deputy Commissioners each to receive a salary of \$7,500. The law specifically provided that the amount appropriated for Commissioners' salaries for the year ending June 30, 1919, should be

available for the payment of the salaries of the Deputy Commissioners appointed by the new Commissioner. No such provision was made in regard to the same appropriations for the year ending June 30, 1920.

Deputy Commissioners Glennon and Barrett received their salaries up to June 30, 1919, but the State Comptroller felt obliged to refuse to make further payment of such salaries because of the failure of the law to make available for that purpose the appropriations made for the salaries of the five Commissioners for the fiscal year ending June 30, 1920. The Commission appealed to the Attorney-General of the State, and at his suggestion, the Deputy Commissioners named filed claims for their salaries with the Court of Claims which gave judgment in their favor. Deputy Commissioners Glennon and Barrett have been receiving their salaries through this source since June 30, 1919.

The Commission has already transmitted to the Governor and to the Legislature its requisition for appropriations for the fiscal year ending June 30, 1921, and provision is therein made for the salaries of the Deputy Commissioners. This budget, however, cannot go into effect until July 1, 1920. For the intervening time, therefore, unless legislative relief be granted, the Deputy Commissioners will be compelled to continue their applications to the Court of Claims for the payment of their salaries. It is respectfully requested that the deficiency appropriation asked for this purpose be allowed.

### SPLIT SALARIES

In consequence of the division of the Commission, the Transit Construction Commissioner took over that part of the staff engaged upon rapid transit work, while the Public Service Commission retained the services of those employed on regulatory work. There were some employes, however, whose duties were of a dual character and whose compensation was paid in part by The City of New York and in part by the State. These employes were divided between the Transit Construction Commissioner and the Public Service Commission in the manner best suited to promote the efficiency of each. As a result, four of such employes were assigned to the Public Service Commission which had not a suffi-

cient budget allowance to pay the full amounts of their salaries. These employes, their salaries and the portions thereof paid by the State and the City, respectively, were as follows:

POSITION	Incumbent	Salary	Paid by State	Paid by City
Chief Statistician.....	A. F. Weber.....	\$7,500	\$6,500	\$1,000
Chief of Division of Accounts.....	J. Bauer.....	5,000	4,000	1,000
Accountant.....	G. W. Shipway.....	3,600	*3,000	600
Chief Inspector of Electric Meters.....	A. E. Allen.....	3,000	2,400	600

\* State's portion since increased to \$3,600.

Immediately after the division of the Commission, this situation was called to the attention of the Governor and the State Comptroller, and conferences on this subject were held in Albany with both. The Comptroller, with the Governor's approval, agreed to pay the extra amount required to bring the salaries of these employes up to the full amount they were receiving when paid partly by the City, on the understanding that the Legislature, at its next session, would be asked to provide funds to meet the situation.

Another employe, the Assistant Secretary of the Commission, Frank N. Robinson, salary \$3,600 a year, was paid entirely by the city before the division occurred. In the transfer of employes, Mr. Robinson was assigned to the Public Service Commission, while the other Assistant Secretaries, two in number, were transferred to the Transit Construction Commissioner. As there was no provision in the State budget for Mr. Robinson's salary he was assigned to the budget line for Assistant Secretary at \$2,100 a year (one-half the salary), which was formerly occupied by the name of T. W. Whittle, Assistant Secretary, who was transferred to the Transit Construction Commissioner. This transfer left a vacant position in the State budget, but the amount appropriated for it, \$2,100, was \$1,500 short of the amount necessary to pay Mr. Robinson's salary. Under the arrangement mentioned above, the Comptroller has paid out of this appropriation the extra amount required for the full salary. In the budget requests for 1920-1921 the Commission has asked for an appropriation of \$4,000 a year for this position, and for \$1,500 to make good the deficiency for the current year.

## EXPENSES OF THE COMMISSION

The total appropriations for the State's portion of the expenses of the Public Service Commission for the First District for the fiscal year ending June 30, 1920, were \$671,991.23. The budgetary requests for the Commission for the fiscal year ending June 30, 1921, call for the appropriation of \$720,777.83. The change in the constitution of the Commission and the substitution of one Commissioner at \$15,000 per annum, and three Deputies each at \$7,500 per annum, effected a saving of \$37,500.

However, this saving has been more than offset by necessary increases in salaries. In normal times the Commission could have met the situation without asking for much of an increase in its budget, but the extraordinary economic conditions which now prevail will necessitate changes in the salary schedules which must be made if the State's business, as carried on through the agency of the Commission, is to be efficiently and effectively conducted and the services of employees, with years of training and experience, retained. The loss from resignation of employees, who have gone into occupations where the rate of compensation exceeds that which the Commission is permitted to pay under its budget allowance, is already a serious factor, particularly in the grades of junior technical employees.

The situation would seem to justify a horizontal increase applicable to all employees, but, in deference to the financial policy of the State, and the need for retrenchment in governmental expenditures, the Commission decided generally to allow no increase in salaries of \$3,000 per annum and upward, excepting in cases where the compensation was inadequate for the service rendered. To those receiving \$2,000 and less than \$3,000, the general policy has been to recommend not more than a ten per cent addition to present compensation in any instance. For those receiving less than \$2,000 per annum, a general increase of fifteen per cent was recommended. The Commission believes that these increases are none too much in view of the tremendous advance which has taken place in the last year in New York City, as well as elsewhere, in rentals of apartments and houses, and in the cost of clothing, foodstuffs, fuel and other domestic supplies.

In addition to such increases, the Commission has been compelled to ask for certain appropriations to make good deficiencies in previous appropriations, to allow immediate purchase of certain supplies not provided for in the current budget, and to obtain funds for the payment of salaries of the Deputy Commissioners, as above explained.

Exclusive of the items for which deficiency appropriations are asked, the total budget requests for 1920-1921 are \$702,234 against \$665,236 for the current year — an increase of \$36,998, or a little more than 5 per cent.

### THE TRACTION PROBLEM

The year just closed has been a crucial one in the annals of street railroad operation throughout the country, and perhaps in no other place has the problem of continuing satisfactory operation in the face of steadily rising costs been so acute as it has been and is now in The City of New York. This is necessarily true from the nature of the local conditions. Greater New York has a population approaching six millions, and an area of approximately 315 square miles, equivalent to a tract of 202,068 acres. With its unusual topographical conditions, a daily movement of nearly 3,000,000 people toward a common center in the morning and away from it in the evening is required, so that the industrial life of the metropolis is absolutely dependent upon the normal functioning of the transit systems.

Reports to the Commission show that the number of passengers carried on these systems for the fiscal year ended June 30, 1919, was more than two billions, the exact figures being 2,079,942,604. This is an increase over the previous fiscal year of 104,430,815, and a daily average for the whole year of approximately 5,700,000 passengers. To accommodate this vast traffic the transit lines of the city use 1,929 miles of single track railway. If laid in a straight line, this track would reach from New York City to Salt Lake City, Utah. An enormous equipment, all of which must be kept in first class condition, is required to operate these lines to the extent demanded by the traveling public. At the close of the fiscal year, reports showed that the companies had about 13,000 cars in service. This is about 9,300 more than



the total number of passenger cars used by the entire New York Central Railroad system to handle its enormous traffic. This system in October, 1919, used about 3,700 coaches and 700 Pullmans.

For many years the street car fare in New York City has been constant at five cents. The people have been educated to a flat fare, irrespective of the distance covered. They cheerfully pay five cents for a ride of three blocks, and as cheerfully accept a ride of 21 miles for the same amount. Since the World War began, in 1914, the cost of operating these lines has been very considerably advanced. The companies pay more — in many cases 100 per cent more — for materials, for labor and for all other elements entering into the maintenance and operation of the street railroad system than they did five years ago. A subway motor car, which cost \$12,500 five years ago, now costs \$25,000. A double truck trolley car, which could then be bought for \$6,000, now costs \$14,000. The ordinary laborer, who formerly received 20 cents an hour, is now getting upwards of 40 cents, and skilled labor of all kinds demands and receives a corresponding increase in pay. Hence, the cost of maintaining, in good condition, every mile of track, every power house, every underground conduit and overhead trolley wire, every car in operation, has more than doubled in the last five years. Yet, notwithstanding the increased cost of operation, the revenues of the street railroads, generally speaking, have remained the same as they were before the war, except for additional income derived from the normal increase in traffic, which of course demanded additional expense for the extra facilities and equipment required to handle such increase.

Efforts which the street railroads have made to obtain increased revenue by increasing fares have generally proved abortive. The reason for this is, on the one hand, the ruling of the Court of Appeals of this State in holding that the Public Service Commission had not been given power by the Legislature to permit increases in fares fixed by municipal franchises based on constitutional consents, and, on the other hand, the reluctance of the present municipal administration of New York City to discuss changes in any existing contract which might entail an increase in fare.

Generally speaking, there is no question that the street railroads of the city need relief. Such relief, under present conditions, should come from such rates as would meet the cost of service, provided the companies make corresponding concessions to the public. Investigations of the situation have been sufficiently thorough to justify this statement. The measure of relief is a matter which can be determined only by a detailed investigation into each particular case.

In the first case in which this Commission took affirmative action to increase fares to meet actual losses being incurred by a street railroad company, the New York and North Shore Traction Company, the City authorities appealed to the courts to review the Commission's action. In another case, that of the Manhattan and Queens Traction Corporation, where like relief was sought, the City administration obtained from the Supreme Court a writ of prohibition commanding this Commission to refrain from granting an increased fare. In December the Commission granted the Long Island Electric Railway Company the right to establish a zone fare system.

During the summer, the Commission, in an effort to relieve the general situation, issued orders permitting the street surface railroad companies of the Brooklyn Rapid Transit system and of the New York Railways system to charge two cents for each transfer issued. This has afforded substantial relief, but the extent of such relief has been limited by the disintegration of the system and the turning back of leased lines to the lessors, which in most cases has resulted in the cessation of all transfer privileges between the parent company and the company so cut off. Even this measure of relief was granted in the face of opposition by the City authorities who have instituted court proceedings to review and reverse the Commission's action.

This Commission believes an advance in fare should be avoided if adequate service at present rates can be secured. It does not believe that a permanent increased rate of fare should be established. It does believe in a flexible rate of fare adjusted automatically to the cost of service, with such safeguards set up as will secure savings and reductions in the cost to the people, as opportunity offers.

On account of the city's opposition, the Commission, while earnestly wishing to protect the people against a suspension or deterioration of their transportation facilities, has been unable to cause adequate relief to be granted. The inevitable has happened. Some of the railroad companies, finding themselves unable to earn the cost of operation and to meet fixed charges, have gone into the hands of receivers. The courts under which the receivers are acting have begun to curtail corporate expenditures by terminating leases and turning back various street railroad properties to their owners. As a result, the disintegration of the large street railway systems has begun, and, unless adequate relief is immediately provided, it threatens to continue until the two great systems of the City, those of the Interborough Rapid Transit Company and the Brooklyn Rapid Transit Company, will be completely dissolved. Each of these great systems has been built up by combining several smaller companies and welding them into one operating unit, which enabled them to transport passengers over great distances for a single fare. If the process of disintegration goes on to the end, New York City, in place of having these two large systems, will find itself indifferently served by dozens of smaller companies, each independent of the other and each operating within its restricted area for a five-cent fare. This will inevitably result in increasing the cost of street railroad transportation to the citizens of the metropolis, many of whom will be compelled to pay two and three fares of five cents for the same ride which they were able to obtain for a single fare before the disintegration began.

Service on several smaller lines has already been abandoned. These lines during the last few years were run at a loss but were kept in operation for the convenience of the public out of the earnings of the more profitable lines. Their abandonment has resulted in a curtailing of needed transportation service, and the only substitute offered has been the establishment of several jitney 'bus lines by the City administration. These 'bus lines were placed in operation without the consent of the Commission, and the municipal authorities assert that this Commission has no jurisdiction over them. An inquiry is now in progress which,

it is believed, will be complete early in the new year. It is not the purpose of the Commission to take steps to stop the operation of 'bus lines where required, but, within its powers, to regulate service so that the law will be obeyed and the traveling public protected.

In general, it may be said that there may be certain routes where 'bus lines would be of advantage, but, as a general principle, the great problem in this City is to lessen congestion of the streets rather than to increase it. To establish 'bus lines, not as a studied effort to better conditions, but as a matter of penalizing existing companies, simply penalizes the people. 'Bus lines, such as those on Fifth avenue, run by experts and operated under a sense of responsibility to our people, are looked upon as valuable and efficient factors of transportation.

The present administration of the Public Service Commission for the First District began May 3, 1919, and ever since that time the Commissioner has devoted a large part of his time to the consideration of the traction problems. Before Commissioner Nixon took office, a part of the Brooklyn Rapid Transit System, as well as the New York Railways Company, which operates surface cars in Manhattan, had gone into the hands of receivers. It became evident that further receiverships would follow unless relief were granted, and the Commission, in an effort to forestall this, has held hearings and conferences with the street railroad companies and the receivers to ascertain whether the situation could not be met by mutual concessions on the part of the companies and the public. At all such hearings, and at many of such conferences, representatives of The City of New York appeared and opposed any increase in fares. On the part of the companies the Commission found a spirit of coöperation. It has been assured by representatives of the principal companies that they are willing to make concessions to the public in return for the right to establish a cost of service fare. The Commission has been and is ready and willing to aid in negotiating agreements embodying such concessions, but has been prevented from so doing by the refusal of the City authorities to join in negotiations looking to that end.

The rapid transit lines of the City, namely, the city-owned subway systems and the privately owned elevated lines, are operated under contracts fixing the rate of fare at five cents. The surface trolley lines are operated under franchises fixing the rate at five cents. Inasmuch as the same territory in many instances is served both by rapid transit and surface lines, an increase of fare on one class of railroads would most probably drive traffic to the other class if its fare remained stationary. Any general increase, therefore, should apply to rapid transit lines as well as to surface lines in order to prevent extreme congestion on one or the other.

The City of New York claims that under prevailing court decisions the City's consent to modifications of certain contracts and franchises must be obtained before the Commission can authorize an increase in fares. It bases such view upon the decision of the Court of Appeals in the case of *People ex rel. Quinby vs. the Public Service Commission for the Second District*, commonly called the Rochester fare case. In that case the Court held that the Legislature had not delegated to the Public Service Commission the right to permit increased fares on street railroads operating under fares fixed by municipal franchises dependent upon constitutional consents.

There is no conviction on the part of this Commission that municipalities should not control their transportation utilities. The people of such municipalities choose their representatives, who should be capable of efficient administration of the vast business interests committed to their care by the voters. Joint responsibility usually ends in a deadlock. It is the province and the duty of the Legislature to determine whether it shall provide a Commission whose rulings may prevail over a policy of non-action in emergency on the part of the municipal authorities and thus secure readjustments in the people's interests; and in such cases, where there is a conflict of opinion, it does not necessarily follow that the Commission is right.

It is the firm conviction of the Commission that half-way measures simply temporize. If Public Service Commissions are to continue, they must at least have power to take steps to avoid destruction of utilities regulated by them.



If it be felt that the Commission must be kept in leading strings and that its powers must be so limited and qualified as to require constant judicial interpretation, many of the so-called delegations of power had best be entrusted to the municipalities. Whether this would be a step backward on the part of this State is a matter for the Legislature to determine.

That no doubt may exist as to my personal views, I wish to say that fuller and more definite powers should either be given the Commission or that the regulatory powers should be exercised by the municipalities.

At present, credit conditions, enabling legislation, and long-term leases all forbid the early adoption of municipal ownership and operation, and some relief, other than strikes, should be afforded for the purpose of adjusting labor disputes.

It is my opinion that the needs of the present and the changes needed in the future could best be secured if all transportation facilities could be placed under one management. While this may be difficult at present, it should be the solution to be sought.

This Commission has not wished to see fares increased in the interest of watered securities or excessive valuations. It does believe that honest investments should be secured and such fares paid as will provide interest on investments—brought into the full light of publicity—and the cost of operation and full maintenance. Such cost of service fare should also pay interest on the city bonds issued for rapid transit construction so that such bonds may be freed from the debt limit.

With the early completion of the subways, under Contracts Nos. 3 and 4, there will be an annual interest charge of about ten million dollars. In case interest on investments is not paid, this amount must be carried in the yearly tax levy, and during the term of the contracts, will aggregate hundreds of millions of dollars.

With the adoption of a flexible fare and with the control that the City will obtain over its transportation systems, we may look forward in the next few years, provided there is reasonably intelligent management, to books of tickets at less than five cents per ticket.

In any readjustment of existing contracts it is felt that concessions from the companies must be insisted upon. The more important of these are:

1. Each of the present railroad systems to be simplified by the consolidation or merger of its constituent companies into one railroad corporation and, if possible, a unified control of all systems brought about. Any settlement must take into account the competitive situation. A course should be shaped by what the City will reasonably expect to do, as any rearrangement requiring a uniform fare (except for isolated systems) should be based upon a wisely founded municipal policy.

2. All holding companies (not railroad companies) should be abolished.

3. Perpetual franchises securing long-term rights to the streets should be replaced by terminable or indeterminate franchises.

4. There should at once be instituted by the City, under conditions of unquestioned equity in findings, a valuation or appraisal of properties.

5. All leases and underlying contracts to be terminated.

6. The City to have the option of acquiring the properties within a fixed period at the agreed valuation, plus the actual cost of additions, extensions and improvements. It may be desirable to amortize the purchase price out of earnings.

7. A flexible fare to be instituted, automatically adjusted to meet the cost of service. The cost of service should be so fixed as to cover reasonable return on money paid in, the rates paid on such investments to be those warranted by fixed, rather than speculative return. A surplus fund to control variation in rates. Modification requiring a fraction of a cent to be effected through tickets sold in books, the full cent above being levied on the occasional traveler.

8. The City to have a representative on all boards.

Much time has been wasted because of the lack of coöperation by the City government.

The slowness in receipt of material and demoralization in standards, together with increased prices, make doubly important con-

stant vigilance in maintenance of physical properties. If every dollar received must do the work of several dollars we must expect deterioration. So long as such problems press for determination and daily consideration, the intimate study of future needs must be set aside.

The fact that we must carry over 100,000,000 more passengers each year, with early overtaking of facilities, may greatly interfere with the healthy growth of the City. New systems and new facilities are even more urgently needed now than they were in 1907.

### COAL CONSERVATION

In December, when request was made by the Federal authorities to have some one to coöperate with the National Fuel Administration in coal saving, the Governor designated the Public Service Commissioner of the First District. The Commission at once issued an order promulgating the order of the Fuel Administrator and took other steps to enforce the coal saving regulations.

Since this community has within a few years been placed twice under severe restrictions as to the use of coal, it is respectfully suggested that study be made of the necessary legislation to enable the City of New York to provide and maintain a coal reserve that will render a recurrence of such conditions impossible.

### LABOR DISPUTES

As a result of disputes between the operating heads and the employes of three of the transportation systems, strikes occurred on the lines of the Brooklyn Rapid Transit Company, the Interborough Rapid Transit Company and the New York, Westchester and Boston Railway Company in August, and while they lasted practically paralyzed traffic upon each system and resulted in a vast amount of inconvenience to the traveling public. They were all settled by the granting of substantial advances in wages. However, a decided advantage was gained in securing automatic submission to arbitration of disputes.

Strikes under present conditions must be guarded against; they not only inconvenience the public but they are also ruinous to the employe and to the holders of securities.

It is to be hoped that a wise law may be framed by the Legislature recognizing the quasi-public character of service on public utility railroads. Certain advantages should be granted for long term and faithful service of employes and penalties should be exacted for certain failures or acts. Under some conditions, dismissal should follow and in such manner as to preclude reinstatements.

The Commission, in the present limited scope of its powers, cannot act to prevent strikes. It can only officially intervene after they begin, and then only by investigating the service of the particular road affected. Given the proper authority, the Commission in many cases could prevent strikes and save the public serious loss and inconvenience.

It is a source of satisfaction to the Commission that it was enabled to participate in the negotiations which led to the conclusion of each of the above mentioned strikes, and that the efforts of the Commissioner and the two Deputies were instrumental in bringing about an early restoration of service. In their endeavors they had the cordial support of His Excellency, Governor Alfred E. Smith, and in the instance of the strike of the Interborough employes, were assisted in their efforts to restore normal traffic conditions by the Governor in person.

The actual negotiations which resulted in the ending of this strike and that on the New York, Westchester and Boston Railway as well, were conducted in the Commission's offices, while the preliminary negotiations, which concluded the period of disaffection on the lines of the B. R. T., were also held there.

The B. R. T. strike began about 5 A. M. on August 6, following a declination by Lindley M. Garrison, Receiver, to accede to demands made by a committee purporting to represent employes of the system who were members of the Amalgamated Association of Street and Electric Railway Employes of America. These grievances were several in number, but involved principally (1) recognition of the Union, (2) an eight-hour day, and (3) an increase of pay to 75 cents per hour.

The demands were formulated at a mass meeting of employes on August 1, and were presented to the officials of the system on August 4. Receiver Garrison refused to entertain the demands of the employes as union members, but stipulated his willingness

to meet a committee of employes coming to him as such. Recognition of the union was, however, made a paramount issue by the men, who decided at a mass meeting on the evening of August 5 to call a strike, effective at 5 A. M. on the following day. The Commission took prompt action, stationing a large force of inspectors at car barns and various focal points on the system, from whom came early reports of insufficient police protection at many points, and a consequent hampering of the operating officials in their endeavors to provide service with such employes as had remained loyal. Service fell off materially at the evening rush hour on August 6, and in the morning rush hour period on August 7. Reports were made of disorders occurring at car barns and along the several lines, attributable to lack of sufficient police protection, according to the operating officials. Commissioner Nixon endeavored to insure such protection being given and addressed communications to the Mayor and Police Commissioner. He also requested Receiver Garrison not to attempt to operate trains or cars with green or inexperienced motormen.

When it appeared that the strike was likely to be of some duration, Commissioner Nixon directed that an investigation be made as to the adequacy and safety of the service being provided. Hearings were begun before Commissioner Nixon and Deputy Commissioners Barrett and Glennon on Thursday, August 7, at 2:30 P. M. These continued until Saturday afternoon, August 9. Numerous witnesses were called, including the Commission's inspectors, several police officers and Receiver Garrison, while the company put in testimony to establish that the inadequacy of service was largely due to disorders while cars were en route and to intimidation of employes through threats of violence to them. Actual assaults on motormen and conductors were reported in several instances.

At one of the hearings Commissioner Nixon expressed his willingness to act in any capacity which would tend to terminate the strike. He early obtained the views of the men and was prepared to act when a conference was called, on August 9, at the office of Federal Judge Julius M. Mayer, by whom Receiver Garrison was appointed. Among those who participated in this conference besides Judge Mayer were Commissioner Nixon, Mayor

Hylan and Corporation Counsel Burr, the company being represented by Receiver Garrison and F. P. Royce, and the striking employes by P. J. Shea and Louis Fridiger.

This conference resulted in the adoption of an agreement by which the strike was called off and the men returned to work at once. The agreement stipulated that if it could be established to the satisfaction of Judge Mayer and Commissioner Nixon that at midnight of August 8 more than 50 per cent of the employes of the system were members of the Amalgamated Association, the Receiver would meet a committee and treat with them upon the subject of their grievances. Provision was made for arbitration of the differences in the event that the committee and the Receiver should fail to come to an agreement.

It was tentatively arranged that the men should obtain a general increase of 25 per cent in pay and a rearrangement of working hours. As a result of his investigation Commissioner Nixon certified to Judge Mayer that at midnight of August 8 more than 50 per cent of the eligible employes of the B. R. T. system were members of the Amalgamated Association. On August 14 Judge Mayer confirmed this action and directed Receiver Garrison to treat with a committee of the Association, thus officially terminating the strike.

Early in August the Commission was informed by its inspectors that a strike was impending on the lines of the Interborough Rapid Transit Company. The wage issue was the principal question involved. A large majority of the employes of the company were organized as the Brotherhood of Interborough Rapid Transit Company Employes. They presented demands to the company involving, among other points, general increases of fifty per cent in the scales of wages of various classes of employes. The company granted an increase of ten per cent, but this was unsatisfactory to the men, and further representations were made to the company. The men were informed that in the then existing state of the company's finances no further advance could be made over the ten per cent, but that if the rate of fare charged on the elevated and subway lines were to be increased the company could and would be willing to raise wages.

The matter was presented to the Board of Estimate and Apportionment by a committee of employes, but without affirmative action. A committee called upon Commissioner Nixon, who informed the men that he lacked jurisdiction over the rate of fare of the company, but assured them — and the officials of the company — of his willingness to use his good offices in any way possible to prevent a strike being called. A conference of members of the Board of Estimate, Commissioner Nixon, District Attorney Swann and other officials took place at the City Hall on Saturday, August 16, at which the men reiterated their demands and the company officials their inability to meet them. The Board of Estimate declared itself without power in the circumstances, and a strike was called, to begin at 4 A. M., Sunday, August 17.

The walkout was most effective. It was currently described as a "100 per cent strike." Shortly after 4 A. M., Sunday, every train on the Interborough elevated and subway lines was run into the yards or terminal stations and quietly abandoned by the men. Unusual for a traction strike, there was absolutely no disorder.

Not only were the conductors and motormen affected, but power-house and signal men as well went out, leaving, however, a sufficient force in one of the power-houses to maintain power for emergency lighting, fire and pump connections.

The Interborough power-houses, in addition to the current supplied for its own subway and elevated lines, furnish power to the New York Railways and the New York and Queens County Railway company, allied corporations, and also for the operation of Brooklyn Rapid Transit Company elevated and subway trains in Manhattan.

The service on the New York Railways Company's lines, the New York and Queens County Company's lines and on the B. R. T. rapid transit lines in Manhattan was seriously crippled, but some surface cars were run, and a lesser number of, and shorter, trains on the B. R. T. elevated and subway lines in Manhattan. Emergency power connections with other companies assisted the B. R. T. and the New York and Queens County Company to maintain such service as was operated.

Deputy Commissioner Barrett took charge over Sunday, and the efforts of the Commission were expended largely in an effort to

devise emergency means of transportation and to insure the continued operation of the B. R. T. Manhattan line — principally the Broadway subway — and the Manhattan surface lines. These measures were successful. The actual hardship to the traveling public was lessened on account of the holiday conditions prevailing on Sunday.

An investigation of the cessation of service was ordered by the Commission and began on Monday when the stoppage of service had become a serious matter. Testimony was given at the hearing by Commission inspectors and others as to the general tie-up of service.

Commissioner Nixon called conferences of the railroad employees and of the operating officials of the company at the Commission's offices, at which effort was made by the Commissioner to find a common ground which could be made a basis of agreement and settlement of the strike. Governor Smith lent his presence to the negotiations, which resulted in the drafting of a series of concessions by which the committee on its part agreed to call the men back to work forthwith, upon approval of the action of the committee by the body of strikers. The company conceded a flat increase of 25 per cent on the wages of the men, effective as of August 1. Provision was made for the negotiation of all other differences between the men and the company, arbitration to be had if negotiation of the differences should fail. The company also stipulated that the strikers should not lose positions or seniority rating as a result of the strike. The agreement was signed on behalf of the company by Frank Hedley, Vice-President and General Manager, and by Patrick J. Connolly, President, and M. J. Mangan, Secretary, on behalf of the Brotherhood, and witnessed by Commissioner Nixon, Deputy Commissioner Barrett and Edwin S. Gleason, Secretary to Commissioner Nixon.

Considerable opposition to the plan of settlement was expressed by the strikers in their meeting on the night of August 18, but the plan was finally accepted, the strike called off and the men directed to return to work forthwith by their leaders. The full Interborough subway and elevated service was restored on Tuesday morning, August 19.



The motormen and conductors of the New York, Westchester and Boston Railway Company went on strike on the morning of August 21, completely tying up the road. This company is owned by the New York, New Haven and Hartford Railroad Company, and operated through The Bronx from the Harlem river to White Plains and to New Rochelle and intermediate points in the Second District. Thousands of persons who daily use this line were greatly inconvenienced by the strike, particularly as the main lines of the New Haven system, which otherwise would have served as a relief route, were affected by a strike of shop men in New Haven, resulting in a shortage of cars and a curtailment of train service.

The motormen and conductors of the New York, Westchester and Boston demanded the standard rate of pay received by engineers and conductors on steam railroads under the Federal Administration, which the company contended would be a 30 per cent increase over the wages paid on August 17, on which date a 25 per cent increase had been made. The company's finances would not permit the increase, its officials asserted.

On August 22 the Commission directed that an investigation should be made as to the inadequacy of service and notified the Commission for the Second District of its action and invited its coöperation, believing that through the medium of a service investigation a settlement of the dispute might be arrived at. The investigation was begun on August 25. In the meantime the company had operated no service but was training new men to take the places of the strikers. The Commission had notified the company that under no circumstances must it attempt to operate trains with unqualified motormen.

It developed during the hearing on August 25 that officials of the New Haven system were fearful that the strike might spread, through sympathy, to the motormen, engineers, conductors and trainmen of the parent system. The need of a prompt settlement thus became increasingly important.

A conference was arranged between the representatives of the two unions and the railroad officials largely through the efforts of Deputy Commissioners Glennon and Barrett, and after a prolonged discussion, continued on August 26, a settlement was reached by which the men agreed to return to work at once, upon

a basis of a nine-hour day, an arrangement for payment for overtime work, an increase in wages and with full protection as to seniority in positions. The agreement is to run to October 1, 1920, and is terminable thereafter on thirty days' notice by either party.

### EVENING HEARINGS

Soon after Commissioner Nixon and his Deputies assumed office, they determined that, as a measure to facilitate the work of the Commission, some hearings upon subjects relating to service, equipment, etc., upon rapid transit and surface lines should be held in various localities traversed by these lines and during evening hours when residents of such sections could most easily attend. The suggestion had been made that some persons unable to visit the offices of the Commission during business hours would thus have full opportunity to appear and be heard upon any subject of importance to them before the Commission for attention.

In practice the new plan has proved successful. Five such hearings have been held, with an attendance of hundreds of persons. Two evening hearings were held in The Bronx by Deputy Commissioner Edward J. Glennon, one being in reference to service upon the Jerome Avenue branch of the East Side subway and the other as to service upon the White Plains branch of the same line. Many valuable suggestions, from the standpoint of the passengers using them regularly, were made.

Deputy Commissioner Barrett held three evening hearings in reference to service matters in the Borough of Queens. At one of these hearings, held in Flushing, the unanimous sentiment of the gathering was in favor of the continuance of service upon the lines of the New York and North Shore Traction Company and led to the establishment of a zone fare system thereon and the continuance of operation of this line. Still another hearing was held there on the same subject. A third evening hearing by Commissioner Barrett in Jamaica brought forth expressions of opinion as to the need of improved service on the lines of the Long Island Electric Railway, and this led the Commission to take steps for the re-establishment of through operation between Jamaica and Far Rockaway.

## NEW RAPID TRANSIT LINES

During the period in 1919, from January to June, in which the Commission retained its jurisdiction over rapid transit construction matters, three new portions of the Dual System of rapid transit were placed in operation. On January 7 the Pelham Bay Park branch of the East Side subway, from 138th street and Third avenue to Hunt's Point avenue, was placed in operation by the Interborough Rapid Transit Company. This line was opened during 1918 to 138th street and Third avenue. Still another portion of the Pelham Bay Park branch — from Hunt's Point avenue to the tracks at Pelham Bay Park — is under construction. The opening of the line to Hunt's Point avenue put six new stations in use, all of them serving the southeastern portion of the Borough of The Bronx not before reached by a rapid transit line. The extension of service to Hunt's Point avenue made possible an easy transfer for commuters to and from the New York, Westchester and Boston railroad.

On March 16, the new Culver elevated railroad in Brooklyn, one of the city's rapid transit lines operated by the B. R. T., was placed in service from the Ninth Avenue station to Kings Highway, and on May 10 was extended to Avenue X. Beyond Avenue X another section of the line is under construction, and will be completed to Coney Island early in the new year. This new Culver line, a 3-track elevated structure, in course of time to be operated in connection with the Fourth Avenue subway in Brooklyn, replaces a 2-track line which for many years used the route, still earlier utilized by a steam railroad service between Brooklyn and Coney Island. The latter service was discontinued about twenty-five years ago, when trolley cars were substituted. The trolley service gave way to elevated trains on the surface, which always proved an unsatisfactory form of operation and was extremely dangerous, owing to the urban character of both vehicular and pedestrian traffic, and many accidents occurred. In considering the traffic needs of various sections of the city, the conferees who were planning the Dual System, in 1912 and before, gave much attention to the demands of the residents along the Culver line

for construction of a new line. The reconstructed Culver railroad is the result, and the passenger traffic, which has constantly increased since the opening of the new line, is a clear indication of the foresight of its projectors.

Most important perhaps among rapid transit developments during 1919 was the beginning of service on the Clark Street tunnel line, the new downtown subway tunnel built by the city between Manhattan and Brooklyn and operated by the Interborough Rapid Transit Company. The first train over this new line ran on April 15.

The Clark Street line is a 2-track subway structure joining the Wall and William Street branch of the West Side subway by a new route underneath the East river and Brooklyn Heights with the previously existing Interborough subway at Borough Hall, Brooklyn.

When the original Interborough line in Brooklyn was built, provision was made at Borough Hall station for a connection at some future time with a new tunnel line, which was projected and carried out in conjunction with the Dual System construction. The opening of the Clark Street line has been of material benefit in relieving the congestion existing for the past five or six years on the first Manhattan-Brooklyn Interborough line, and despite the enormous growth of traffic on the Interborough subway during the past year has served materially to improve service.

#### FORMAL CASES RELATING TO TRANSPORTATION, HEAT, LIGHT AND POWER COMPANIES

The following synopses cover the principal features of some of the more important formal cases before the Commission during 1919.

*Case No. 2389. New York Railways Company; Application to Charge for Transfers.*— This case was one of the most important considered by the Commission during the year. On June 26, 1919, Job E. Hedges, named by the Federal Court Receiver of the lines and property of the New York Railways Company, applied to the Commission for permission to charge three cents for transfers between the lines of the New York Railways Company

at such points as were not controlled by municipal franchise or other legal obligations. The petition mentioned 14 points so controlled, and 99 points not controlled.

The petition placed a valuation upon the property of the company as fixed by appraisers upon a normal pre-war basis, of \$68,768,000. It was estimated that a charge of three cents for transfers would add \$900,000 to the income of the company in the next fiscal year, making a total earning capacity for the company of \$1,800,000, or less than 2 per cent upon the estimated value of the property above given.

Hearings were begun on June 30, and continued on July 2 and July 7. At the close of the last hearing, Commissioner Nixon, presiding, made a statement in which he pointed out that the interests of the traveling public made immediate action imperative; that the threatened disintegration of the lines would not only be a serious inconvenience but might also interfere with a comprehensive readjustment of the entire transit situation. He stated that the Commission had determined to empower the Receiver to charge two cents for transfers at such points as it was shown the company was legally entitled to make such charge. He added that the relief was temporary and would continue in force for one year, enabling the city in the meantime to make such appraisals of the lines as the representatives of the Corporation Counsel's office had asserted at the hearings were requisite if relief were to be granted. The city had previously objected to action by the Commission on the ground that no proper appraisal of the properties had been made. The order was made upon condition that the lines of the company should not be disintegrated. In the event that such disintegration took place the Commission reserved the right to make other and additional orders. The hearings were adjourned to July 7, 1920.

The company accepted the order on July 22, and three days later The City of New York filed with the Commission an application for a rehearing, contending that the Commission had no power to make the increase specified; that the transfer charge was a violation of franchise agreements, and urging a number of other points, particularly as to the lack of adequate and competent proof

on the part of the Receiver that the New York Railways system was not earning sufficient revenue to meet its operating charges. The Commission ordered a rehearing, held on August 4, 1919, and on September 26, 1919, adopted an order confirming its order of July 15, and denying the city's application for a modification. The city subsequently took an appeal to the Court.

*Cases Nos. 2323, 2324, 2325, 2326, 2327.—Tariffs of Companies of B. R. T. System Covering Rates of Fare.*—Failing in an attempt to secure an increase in fares from the Board of Estimate and Apportionment, the operating companies of the surface lines of the B. R. T. system on September 10, 1918, filed with the Commission a new tariff proposing an abrogation of substantially all transfers between lines where such transfer points were not expressly provided for by municipal franchise or other legal obligations. Another effect of the proposed tariffs would have been to increase fares on certain long-haul lines. The Commission suspended these tariffs and ordered hearings as to the facts. These hearings were concluded before the former Commission on March 4, 1919, but no order was issued.

Commissioner Nixon, upon assuming office, directed that a further hearing be held on July 3, 1919. After giving consideration to the arguments of Counsel on that occasion, and making a study of the testimony at previous hearings, he issued an order on July 17 directing the company to withdraw the schedules filed by it on September 10, 1918, because they provided a form of relief unjust and unwarranted. He recognized the insufficiency of the 5-cent fare, however, and permitted the companies to file new schedules effective August 1, 1919, under which a charge of 2 cents might be imposed for each transfer issued save at points where legal or franchise obligations required the issuance of a free transfer. Application was made by The City of New York for a rehearing, but as the application did not conform to the rules of the Commission it was not entertained.

*Case No. 2431.—Operation by the Brooklyn City Railroad Company.*—As related elsewhere in this report, the Brooklyn City Railroad Company, early in the autumn, took over and began the operation of certain of its lines separated by order of the Federal Court from the B. R. T. system, of which they had

been a part, and in connection with which they had been operated under lease for a period of many years. In carrying into effect the exercise of certain franchise rights which were assumed by it to exist, the Brooklyn City Railroad Company operated through service on its Flatbush Avenue line only to Nostrand avenue, and there compelled the passengers to leave the cars and board other cars for a continuing trip, for which an additional fare was charged. Residents of the section known as Flatlands made complaint to the Commission, stating that their objection was not so much to the imposition of an additional fare as it was to the fact that such additional charge was not imposed over the city as a whole but only on one small section, and also that through service had been cut off. Hearings were held by Commissioner Nixon, who made an order forthwith directing the company to re-establish through service. This order the company obeyed, but continued the exaction of a second fare for a through trip. Much disorder resulted over the attempt to collect the second fare, and in the meantime, after further investigation as to the company's franchise rights, Commissioner Nixon ordered that the collection of the extra fare should cease. He found that the contention of the company, namely, that it was not bound to a 5-cent fare rate, because of a diversity of franchise grants, did not hold good. The company, he held, could charge only one fare for a through ride on the Flatbush Avenue line, under the terms of the Railroad Law. The company sought the intervention of the courts and when the Commission was prepared to obtain a writ of mandamus to compel obedience to its order, agreed to halt the collection of the second fare pending the adjudication of an appeal by it.

*Case No. 2374.—Application of the Van Brunt Street and Erie Basin Railroad Company for Permission to Increase its Rates.*—This company owns and operates a trolley line in Brooklyn independent of the Brooklyn Rapid Transit interests. It applied to the Commission for permission to increase its passenger fare from 3 cents to 4 cents per passenger. Organized in 1862, the company received from the former City of Brooklyn the right to charge a 3-cent fare. Subsequently the company obtained permission to extend its lines and to charge a 4-cent fare, the 4-cent privilege never having been exercised by the company.

Under an order of the Commission the company has issued transfers to and accepted them from the Brooklyn Rapid Transit Company, upon the basis of an additional charge of 2 cents,  $1\frac{1}{2}$  cents of this sum going to the Van Brunt Street Company.

Hearings upon the company's application were begun on July 10 and continued on several occasions. The company advanced as its reasons for the proposed increase that a contract for power for operation, maintenance, etc., with the Brooklyn Heights Railroad Company wherein such services were to be furnished at an expense of 3 cents per car mile had expired and the increase in these items had become material—the new charge for power alone being  $4\frac{1}{2}$  cents per car mile—wages had been increased and another such advance was impending.

On August 8, on motion of Commissioner Alfred M. Barrett, who had presided at the hearings, the Commission denied the application and approved his opinion. It had been clearly established, Commissioner Barrett held, that despite the contention of The City of New York to the contrary, the Commission had the requisite power to act upon the application. He found, however, that the company had not shown the emergency which it was undoubtedly required to show as a basis for asking leave to file an amended schedule on less than 30 days' notice. Therefore the application should be denied.

*Case No. 2396.—Application of Westcott Express Company for Increase in Rates. Case No. 2397.—Application of the New York Transfer Company for Increase in Rates.*—These companies applied to the Commission in July for permission to increase their rates 30 cents per piece of baggage called for and delivered on the basis of greatly increased costs of operation. Several hearings were held on each application, each company offering testimony to establish that it was earning no return and that in fact its business over the year had generally been conducted at a loss.

The Commission found that the existing rates were not yielding either company a reasonable compensation and allowed the increase as applied for to be in effect from August 15, 1919, until May 31, 1920. The companies were directed, however, to file with the Commission monthly schedules showing the effect of the increase in rates.



*Cases Nos. 2395, 2409.—Westchester Electric Railroad Company, Changes in Rates of Fare on New Rochelle Line.*—This company filed with the Commission, on July 9, an application (Case No. 2395) for special permission to file on two days' notice a new tariff showing an increase in fare on its New Rochelle-Subway line from 5 to 10 cents. Hearings were held on this application, but the proceeding was discontinued, as while the hearings were in progress the company filed with the Commission a thirty-day tariff showing the same changes (Case No. 2409). The Commission suspended this tariff and continued its investigation, but on December 3 issued an order (Case No. 2409) discontinuing the proceeding and permitting the new schedules to go into effect forthwith. Commissioner Nixon found the increase justified on the ground of financial losses sustained by the company through inadequate fares and its inability to continue operation without an increased rate.

*Case No. 4211.—New York and North Shore Traction Company—Proposed Discontinuance of Service.*—On August 19, 1919, in a letter to Commissioner Nixon and to Deputy Commissioner Alfred M. Barrett, the New York and North Shore Traction Company, operating trolley lines on the north side of Queens Borough, informed the Commission that unless a way could shortly be found to relieve the financial condition of the company it would be obliged to cease operation. Its financial affairs had been under consideration by the Commission in 1917, on an application for an increase in fares, which the Commission at that time found it impossible to grant. The company then sought relief from the Board of Estimate and Apportionment, which failed to act despite the general request of the passengers who regularly used the line and who greatly desired the continuance of service.

Upon the receipt of the letter above referred to, the Commission directed that an investigation be made into the company's financial condition. A public hearing, Deputy Commissioner Barrett presiding, was held in the Flushing town hall, Borough of Queens, on the evening of August 23, 1919. At this hearing residents of the several localities traversed by the line urged that affirmative action be taken to assure its continued operation. The

financial situation in which the company found itself was shown to be substantially as stated in its letter to the Commission. Employees of the line had agreed to continue for a few days more it was stated by some of their number who were present, but if at the end of such period no increase was forthcoming would quit work. At the rate of wages paid, no other employees could be obtained to take their places, company officials testified.

Faced by the facts as to the emergent condition existing and by the further fact that the stoppage of service would deprive thousands of persons of the only low priced transit service, the Commission on August 28, 1919, made an order, on recommendation of Deputy Commissioner Barrett, establishing a zone system, with a schedule of fares ranging from 6 cents to 11 cents. These zones were arranged to conform to fare zones established by order of the Commission for the Second District on such of the company's lines as lie in Nassau County.

An application for a rehearing was made by the City of New York and granted by the Commission. The rehearing, presided over by Deputy Commissioner Barrett, was held in Flushing, September 5. On the rehearing the City's representatives contended that the Commission had no authority to act, and applied for a reversal or modification of the order. The Commission denied the application. The zone fare order of the Commission is still in effect, and the company has thereby been enabled to continue to provide service, much to the satisfaction of those who use the line.

*Case No. 2416.—Manhattan and Queens Traction Corporation — Application for Increase in Fares.*— Following the action of the Commission in permitting the New York and North Shore Traction Company to establish a zone fare system, the Manhattan and Queens Traction Corporation, operating a line between Manhattan and Jamaica via the Queensboro bridge, applied through its Receivers to the Commission on September 2, 1919, for permission to establish a zone fare system, with two 5-cent zones instead of the existing single 5-cent zone covering the entire route, a distance of 10.47 miles. The company also maintains 3-cent local rate for bridge passengers. The company went into receivers' hands in 1917, through inability to meet its financial

obligations. The company's officials reported a corporate deficit of \$284,104 on July 31, 1919. The receivers in September, 1919, informed the Commission that unless increased income were provided to meet wage increases demanded by employees it was a matter of doubt whether the operation could continue. Commissioner Nixon directed that a hearing be held on the application on September 9. On that day the Commission was served with an order to show cause, obtained in an application for a writ of prohibition by the Corporation Counsel of The City of New York, temporarily staying all proceedings by the Commission. Subsequently Justice Finch in the Supreme Court issued an alternative writ of prohibition preventing further action by the Commission. An appeal has been taken by the Commission from the order of the Court.

*Case No. 2398. Long Island Electric Railway Company. Service and Equipment between Jamaica and Far Rockaway.*—As the result of a filing of a request by the Jamaica Board of Trade the Commission directed that a hearing be held on the evening of August 8, 1919, at the town hall, Jamaica, Borough of Queens, to investigate the failure of the Long Island Electric Railway Company to operate its cars across the Jamaica Bay meadows, between Jamaica and Far Rockaway, and to determine what steps might be taken to bring about the resumption of this service, interrupted by highway construction work which necessitated that the trolley road be torn up for a distance of nearly a mile. The line, for a short distance between Hook Creek and Far Rockaway, traversed a corner of Nassau county. For that reason Commissioner Kellogg of the Second District sat with Deputy Commissioner Barrett at the hearing in Jamaica. Previous to the hearing, however, the work of highway construction had so far advanced that the company was enabled to begin the work of relaying its line. Testimony was given by officials of the company as to the delays in the construction work over which it had no control, and the completion of which must antedate the relaying of its tracks, and as to its own serious financial condition. A few days subsequent to the hearing the reconstruction work was completed and through service was inaugurated between Far Rockaway and Jamaica.

*Case No. 2429. The Long Island Electric Railway Company. Application for Special Permission to File New Tariff Schedules.*—This company, which operates trolley lines from the old city line in Brooklyn to Belmont Park, and from Jamaica Bay meadows to Far Rockaway, applied to the Commission on October 8, 1919, for permission to file a new tariff schedule on 5 days' notice, fixing new rates of fares, viz., by increasing the rate from Brooklyn line to Belmont park, a distance of about 8 miles, from 5 to 10 cents, and from Jamaica to Far Rockaway from 10 to 15 cents. The serious financial situation of the company had been previously called to the attention of the Commission and had been the subject of testimony before it in a service case. It was shown that the directors of the company had authorized an application to the Court for the appointment of a receiver and the winding up of the affairs of the company.

Hearings were ordered by the Commission and begun on October 20, Deputy Commissioner Glennon presiding. They were closed on November 3. Evidence was presented to show that the company was not earning operating expenses and that impending maintenance and improvement expenditures required, if the operation of the lines were to be continued, assurance of an increased operating revenue.

The Commission through Commissioner Glennon, on December 10, issued an order granting the application and permitting the new tariff to go into effect.

*Case No. 2420. Brooklyn and North River Railroad Company. Application to Discontinue Service.*—This company, which was organized by the surface line companies in Brooklyn and Manhattan to operate through Canal street, Manhattan, over the Manhattan bridge to Flatbush avenue and Fulton street, Brooklyn, as a short-line road on a through fare of 5 cents and a local bridge fare of 3 cents, notified the Commission through S. W. Huff, its president, on September 30, 1919, that it proposed to discontinue operation on October 4. The letter of President Huff stated that the road, which was opened in 1911, had always been operated at a loss and that the corporate deficit had grown to more than \$500,000. With the exception of the Third Avenue Railway Company, the companies owning the road

were in receiverships and had withdrawn contributions to its operating expenses. The Third Avenue company, fearful of its own solvency, the letter added, refused longer to maintain the burden of the mounting deficit and had withdrawn its support, leaving the company no funds with which to continue operation. These statements were made a matter of record at a hearing held before Deputy Commissioner Glennon, to determine if a way might be found to assure the continuance of operation. No such way could be found, and service over this line, which ceased on October 5, 1919, has not since been operated.

*Case No. 2331. Belt Line Railway Corporation. Application for Abandonment of a Portion of Route.*—The Commission received during 1918 an application from the Belt Line Railway Corporation for permission to abandon a portion of its routes operated with storage battery cars over 14th street, Avenue D, Houston street and other streets in the downtown East Side section of Manhattan. The application stated that the development of other and better lines of transit had so affected the operation of the road that many trips were run without any passengers being carried. The cars were frequently held up by the vehicular traffic on congested streets and the company regarded the operation as altogether unnecessary. After a number of hearings the Commission granted the company's application, approving an opinion by Commissioner F. J. H. Kracke, in which he pointed out that such a move was a constructive measure, looking to the improvement of transportation conditions, in that outworn and disused transportation routes should be abandoned and the energy and money expended in their operation diverted to lines of more use to the traveling public.

*Case No. 2403. Pelham Park and City Island Railway Company, Inc. Mid-Crosstown Railway Company and Third Avenue Bridge Company; Proposed Discontinuance of Service.*—The Third Avenue Railway Company, on August 1, announced to the Commission that in order to preserve its own solvency it proposed to decline to furnish more money to the above-named subsidiary companies to finance their deficits from operation. For the fiscal year ended June 30, 1919, it was stated to the Com-

mission, the Pelham Park Company had incurred deficits of \$17,740; the Mid-Crosstown Company of \$34,138, and the Third Avenue Bridge Company of \$25,000. It was therefore proposed that the three subsidiaries should discontinue operation. The company contended that the Commission had no jurisdiction over the proposed cessation of operation, but the Commission nevertheless directed that hearings should be held and an investigation made. The Pelham Park and City Island line operated from the railway station of City Island through Pelham Bay Park to City Island. The Mid-Crosstown Company operated the 28th and 29th Street Crosstown lines, and the Third Avenue Bridge Company through another Third Avenue company subsidiary provided service across the Queensboro bridge.

At the hearings, Counsel to the company stated that the cessation of service amounted to a forfeiture of the franchise rights. There was also offered in evidence a letter from Commissioner Nixon to Mayor Hylan of New York City, suggesting that an interesting experiment in municipal ownership might be tried out by the city taking over and operating these lines. Commissioner Nixon stated that he had received no reply to his communication. Representatives of the Corporation Counsel's office contended that the Commission had power to order the continuance, but the Commission held the opposite, and issued an order on September 5, discontinuing the proceeding. Service was shortly afterward terminated upon the three lines mentioned.

*Cases Nos. 2406, 2407, 2408. Changes in Tariffs of Belt Line Railway Corporation; Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company and Third Avenue Railway Company.*—These cases involved the cessation of operation on a portion of the East Belt line of the Belt Line Railway Corporation not affected by Case No. 2331, and the discontinuance of transfers growing out of the cessation of service on lines of the Third Avenue Railway system, because of the unprofitableness of such operation and the refusal of the parent company longer to furnish funds for such operation. The Commission, as stated in Case No. 2331, early in 1919 permitted the Belt Line Railway Corporation to abandon a portion of its lines from

14th street south. Case No. 2406 involved the discontinuance of the remainder of the East Belt Line service. Cases Nos. 2407 and 2408 related to the filing of tariffs covering such discontinuance of operation, together with the discontinuance of operation of the Mid-Crosstown Railway Company and the Third Avenue Bridge Company, as set forth in Case No. 2403 above. The franchise rights for operation across the Queensboro Bridge were held by the Third Avenue Bridge Company, but the operation under an agreement made in 1914 was assigned to the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company. The latter terminated its contract with the Third Avenue Bridge Company which, having no money with which to finance service, ceased operation. Hearings were held, and as result of its investigation, the Commission decided it had no power to prevent cessation of operation, and on September 2, 1919, adopted discontinuance orders permitting the tariff changes to go into effect.

*Case No. 2360. Application of The Long Island Railroad Company for Permission to Terminate Passenger Service on Bushwick Branch.*— Early in the year The Long Island Railroad Company applied to the Commission for permission to cease operating passenger service upon its Bushwick branch. The company contended that passenger service had fallen off to the extent that such passenger trains as were operated by it ran at a distinct loss, and that the traveling public might better be served by the adjacent trolley lines to which the company was willing to provide transfers. Several commuters using the line protested to the Commission against the proposed discontinuance of service, with the result that formal hearings were instituted and considerable testimony was taken. The Commission on April 22, 1919, adopted an order denying the application of the company. On the same occasion an opinion by Commissioner F. J. H. Kracke was approved, setting forth the reasons for the Commission's disapproval of the application. Commissioner Kracke pointed out that simply because the passenger business on that particular railway branch was unprofitable the company was not justified in discontinuing service. The freight business on this branch appeared

to be profitable and therefore the company, taking the lean with the fat, must continue the passenger service.

*Case No. 2311. Service and Equipment on Lines of Interborough Rapid Transit Company.*—During 1918, as described in the last annual report, the Commission adopted several service orders applying to the lines of various companies. One such order covered the subway service of the Interborough Rapid Transit Company. During 1919 several hearings were held under this order, and the Commission gave special attention to the service provided upon the Jerome Avenue branch of the Lexington Avenue subway, which was made the subject of an investigation by Deputy Commissioner Edward J. Glennon, many complaints having been received by the Commission as to the insufficiency of the service. The Jerome Avenue branch is an elevated structure, and over it trains from both subway and elevated lines are operated. The complaints lodged with the Commission had principally to do with the fact that subway trains were run north only to the 167th Street station and there turned back, obliging passengers to transfer to elevated trains operated north of that point to Kingsbridge road, whence passengers desiring to get to the terminus of the line at Woodlawn road changed to a shuttle train. One change was therefore necessary for subway passengers desiring to reach points north of 167th street, and two changes to reach the end of the line. Request was made that the Commission establish a through subway service. Hearings were held by Deputy Commissioner Glennon at the Commission's offices, and on one occasion at Public School No. 33, at Jerome avenue and Fordham road. The last mentioned hearing was held in the evening and was attended by several hundred residents of the locality, the Commission being thereby enabled to gain a clear knowledge of the reasons for the complaints as to the kind of service rendered.

Deputy Commissioner Glennon thereafter approved Order "B" in this case; his findings being that the service as furnished north of 167th street was entirely inadequate. He directed that a through elevated and subway service be maintained; subway trains in rush hours to operate to and from Fordham road, and



elevated trains to and from Woodlawn road terminus during the same hours.

The company objected to the terms of the order, and filed an application with the Commission for a further hearing, alleging that the order was confiscatory and could not be complied with on account of lack of sufficient power and yard facilities. A further hearing was denied by Commissioner Glennon, but the points raised by the company were given consideration, and Order "B" was suspended for three months until January 7, 1920, on condition that the company should operate a certain number of through elevated trains to and from Woodlawn road in rush hours, and that the subway service should be extended from 167th street to Fordham road on a 10-minute interval in these hours. Such service was forthwith established, but the question of its sufficiency will come up at the hearing on January 7, 1920.

Suggestions for improvement in the service as rendered by the company in the East Side subway upon the Queensboro Division and upon the White Plains Road branch were also considered at other hearings in this case. In reference to the White Plains Road branch service, Deputy Commissioner Glennon held a hearing on the evening of September 23, in Public School No. 13, The Bronx, at which residents of the locality expressed a desire for through service during certain hours. This suggestion has been taken under consideration by the Commission, but the incomplete condition of the line and yard and shop facilities present physical problems which must first be solved.

*Case No. 2366. The Long Island Railroad Company. Petition of Taxpayers' Association of Hamilton-on-the-Bay, Inc., for a Station Stop.*—The above mentioned petition was filed with the Commission early in March, and hearings were directed. The petition stated that the several petitioners were property owners and residents at Hamilton-on-the-Bay, a cottage colony near the shores of Jamaica Bay. On April 24, on motion of Commissioner Kracke, the Commission approved an order directing The Long Island Railroad Company to construct and maintain a sta-

tion stop at Hamilton-on-the-Bay. The order contained a stipulation that the Taxpayers' Association should contribute the sum of \$1,500, voluntarily proffered by it toward the cost of constructing the station and facilities. Provision was also made in the order for the stopping of certain trains at the new station. On May 28, 1919, the Railroad Company petitioned the Commission for a rehearing, which application on June 27, 1919, was denied. On that occasion Commissioner Nixon, who had given consideration to the matter, approved a memorandum in which he pointed out that, although certain municipal dock improvement at Jamaica Bay in a few years might result in the obliteration of the cottage development at Hamilton-on-the-Bay, nevertheless he did not feel that the residents there in the meantime should be deprived of the convenience which a new station stop would afford. The company later announced that the construction of the station would begin, if the approval of the Federal administration could be obtained. Subsequently, when the work was not begun, Deputy Commissioner Barrett addressed a letter to the Railroad Company urging the early commencement of the improvement. On September 27, the Commission was notified that the approval of the necessary authorities had been obtained and that the station would be started at once. The station is now nearing completion.

*Case No. 2380. Third Avenue Railway Company. Extension of Broadway-145th Street Line.*—On June 11, 1919, E. A. Maher, Jr., Vice-President of the Third Avenue Railway Company, applied to the Commission for permission to extend the service given on its Broadway-145th Street line north of 181st street to the 242d street entrance to Van Cortlandt park, thereby materially extending the distance which a passenger might ride for the payment of one fare. Hearings were held, Deputy Commissioners Glennon and Barrett presiding, and on June 27 the Commission made an order approving a contract between the Union Railway Company and the Third Avenue Railway Company providing for trackage agreements between the two com-

panies and approving the proposed tariffs of the company requisite for the beginning of the extended service.

*Case No. 2167. New York Consolidated Railroad Company et al. Standing of Passengers on Platforms at Rear of Trains.*—Repeated complaint having been made to the Commission concerning the practice of passengers of standing on the rear platforms of trains upon the Brooklyn Rapid Transit lines, the Commission as a result of hearings, on February 26, 1919, adopted an order directing Lindley M. Garrison, as Receiver, and the officials of the subway and elevated lines of the B. R. T. system to forbid passengers riding on the rear platform of the rear car of any train. The company was directed to post a notice on the rear platform of each such car forbidding passengers to ride on such rear platforms under penalty of a fine of \$10 for a violation of the order. Since the promulgation of the order a large number of arrests have been made and the number of complaints have lessened.

*Case No. 1541. The Flatbush Gas Company. Complaints of Samuel Evans Maires and Others as to Rates for Electricity.*—The annual reports of the Commission for previous years relate the earlier history of this case. The Commission, on February 1, 1918, adopted an order directing the company to make a series of reductions in its rates for electricity, the final one to be made on March 1, 1919, and to bring the maximum rate down to 8 cents per kilowatt hour. The company applied for a rehearing, which was granted, in order that the experience of the company in respect of its operations in the year 1917 might be placed in evidence. Such rehearing was concluded in November, 1918, and on April 24, 1919, the Commission adopted an order and approved an opinion by Commissioner Charles S. Hervey, abrogating portions of its order of February 1, 1918.

The changed order fixed the maximum rate of the company at 10 cents per kilowatt hour. Subsequently, however, the Commission reconsidered the above order and on May 3, 1919, adopted an amended order establishing the maximum rate of the company at 9 cents per kilowatt hour and providing for a service charge of 60

cents per month. The rate schedule, however, was so adjusted that, with the service charge, the bill of no consumer should be at a rate more than 10 cents per kilowatt hour, except where the consumption of electricity at the 9 cent rate, plus the service charge, amounted to less than \$1.00 per month. Other provisions in the order related to power rates and to the furnishing of lamps by the company. The order was accepted.

*Case No. 2379. Brooklyn Borough Gas Company. Sale of Certain Mains, 32d Ward, Borough of Brooklyn.*—On June 13, 1919, the Brooklyn Borough Gas Company applied to the Commission for permission to sell to the Flatbush Gas Company such mains, services and meter connections as it possessed in the 32d Ward of Brooklyn. The company operated in the territory without franchise and by common consent. Lack of a franchise and inability to maintain proper pressure on account of the distance of the particular mains from the gas manufacturing plant were given as the reasons for the proposed sale of the mains. Hearings were held by the Commission and an order was issued on July 16, permitting the sale and transfer of the mains to the Flatbush Gas Company.

*Case No. 2358. New York and Queens Gas Company. Application for Modification of Statutory Requirements for Testing Illuminating Gas.*—On January 10, 1919, the New York and Queens Gas Company petitioned the Commission for a modification of the statutory requirements as to the testing of illuminating gas in the Third Ward of Queens Borough, such modification to apply to gas transmitted by the company from its holder in Flushing via high pressure mains to Douglaston and Douglas Manor. This case grew out of the order of the Commission directing the company to provide residents of the two communities last. However, on June 27, 1919, a new order, approved by the Commission, had been carried to the United States Supreme Court on appeal but the power of the Commission to order an extension of gas mains was fully upheld and eventually, after a long period of litigation, the company accepted the order. The Commission made provision that, owing to the distance of the distribution sys-

tem from the point of manufacture, the gas might be transmitted by high pressure mains.

Hearings were held by the Commission upon the merits of the company's application for a modification of the testing requirements which was, in effect, a request for a reduction in quality. It was stated at the hearings on behalf of the company that it would be virtually impossible to guarantee that the illuminating power would be of the standard required by the statute for gas furnished under pressure conditions at so great a distance from the holder. An order was presented to the Commission on April 26, 1919, by Acting Chairman Whitney, but was disapproved. However, on June 27, 1919, a new order was approved by Commissioner Nixon in which it was provided that the gas should be tested at the existing testing station in Flushing or at a testing station no farther removed from the gas holder. This order had the approval of the residents of Douglaston and Douglas Manor and was accepted by the company. At the end of the year the installation of the mains was practically completed and consumers in Douglaston were being furnished with gas.

## STOCK AND BOND AUTHORIZATIONS

Under the provisions of the Public Service Commissions Law, companies subject to the jurisdiction of the Commission may issue capital stock and evidences of permanent debt only after obtaining consent from the Commission, which is required to certify the purposes of the issue in each case. The amount of securities authorized by the Commission in the calendar year 1919 aggregated \$25,713,564.30 face value, as shown in the following summary:

STOCK AND BOND ISSUES AUTHORIZED BY THE COMMISSION IN 1919

COMPANIES	Class of security	Date of authorization	Amount of issue authorized (par value)	Amount applied for	Case No.
<i>Transportation Companies (Sec. 55)</i>					
City Island Motor Bus Co., Inc.	Stock....	April 26, 1919	\$5,850 00	\$3,000 00	2355
New York Consolidated R. Co.	Receiver's certificates....	Aug. 15, 1919	15,000,000 00	15,000,000 00	2375
New York Municipal Ry. Corp.					
Brooklyn Heights R. R. Co. et al.	E. Notes..	July 11, 1919	1,021,714 30	1,021,714 30	2378
Hudson & Manhattan R. R. Co.	Bonds....	May 24, 1919	1,036,000 00	1,054,000 00	2367
Staten Island R. T. Co.	Bonds....	Mar. 31, 1919	1,150,000 00	1,150,000 00	2308
Total.....			\$18,213,564 30	\$18,233,714 30	.....
<i>Lighting Companies (Sec. 68)</i>					
Brooklyn Edison Co., Inc.	Bonds....	Jan. 27, 1919	\$5,500,000 00	\$6,000,000 00	2352
Brooklyn Union Gas Co.	Conv. Bonds..	Sept. 9, 1919	2,000,000 00	2,800,000 00	2366
Total.....			\$7,500,000 00	\$8,800,000 00	.....
Grand total.....			\$25,713,564 30	\$27,033,714 30	.....

The principal authorization made in 1919 was an order permitting the receiver of the New York Consolidated Railroad Company and the New York Municipal Railway Corporation to issue receiver's certificates to the amount of \$15,000,000 for the purpose of carrying out the obligations of those companies to equip city subways provided under Contract No. 4, and complete company lines provided for in the allied certificates of the same date (March 19, 1913). The Commission had previously authorized the New York Municipal Railway Corporation to issue

\$60,000,000 face amount of 5 per cent bonds, but this amount proved insufficient. The certificates were to run for a period of two years from August 1, 1919, were to bear interest at 6 per cent and were to be sold at not less than 95 per cent of the par value.

The Commission also authorized four of the surface railway companies of the Brooklyn Rapid Transit System to execute equipment notes to the amount of \$1,021,714.30 for the purchase of additional cars. Additional equipment was ordered by the Commission some time ago and the companies after prolonged and unsuccessful litigation acquiesced in the order.

The Staten Island Rapid Transit Railway Company was authorized to issue \$1,150,000 of 4 per cent refunding mortgage bonds maturing June 1, 1948, to discharge obligations to the controlling company, the Baltimore and Ohio Railroad, incurred on account of construction advances. The bonds were taken at their par value.

The Hudson and Manhattan Railroad Company was authorized to issue \$1,036,000 of its first and refunding 5 per cent bonds maturing February 1, 1957. Of the total issue, \$596,400 was to discharge car trust obligations, real estate mortgages, etc.; \$232,400 was to reimburse treasury for capital expenditures, and \$207,200 was for discount and expenses of sale.

The first security application from a stage-coach corporation received by the Commission was that of the City Island Motor Bus Company, Inc. (Case No. 2355). The opinion by Commissioner Ordway in Case No. 2305, dated November 19, 1918, called attention to the issue of stock by this company without the approval of the Commission, and also to the excess of such issue over the net assets of the company due to the issue of \$2,150 par value, for good will or profit on the four buses then acquired. In connection with the present case, which was on a petition to authorize capital stock to the amount of \$8,000 which had already been issued, the president of the company made an affidavit that he did not know the consent of the Commission was a prerequisite to the issue of stock by his company, and that he left the business to his attorneys. The company was incorporated April 17, 1916, and its first report to the Commission for the year ended June 30,

1917, showed a corporate income of only \$775.57, and the next year there was a corporate loss of \$11,992.11. After a hearing in the case, the Commission on April 26, 1919, authorized the issue of stock to the par value of \$5,850. The issue of \$2,150 for good will was "in all respects disapproved" and the company "should immediately take all necessary steps to cancel and annul said stock." The stock actually issued, and then outstanding, was as follows: July, 1916, for two new motor buses \$2,850, for two second-hand motor buses \$1,000, for good will \$2,150; new issue March, 1918, for cash, working capital \$2,000; total \$8,000. The annual report of the company for the year ended June 30, 1919, shows the total stock outstanding as only \$5,800, thus fully satisfying the requirement of the order.

In January, 1919, the Commission authorized the Kings County Electric Light and Power Company to merge one of its leased companies, the Edison Electric Illuminating Company of Brooklyn, and execute a new general mortgage covering the combined properties. Under this new mortgage the new company, the Brooklyn Edison Company, Inc., was permitted to issue \$5,500,000 face amount of 5 per cent bonds to reimburse the treasury for expenditures already made on capital account and without prejudice to the company's making further application for the \$500,000 additional bonds included in its application. The business of this company has grown rapidly and called for more than \$2,000,000 of new capital each year. The present issue which was authorized at a minimum price of 85 was sufficient to pay off \$2,350,000 of current obligations, and leave some funds in the treasury. The bonds were sold in February at 87.57.

The Brooklyn Union Gas Company, which since 1908 has financed the construction requirements of itself and its subsidiary companies out of current income, applied for permission to issue \$2,800,000 of five-year convertible debenture bonds for the purpose of reimbursing its treasury for capital expenditures made in the five years preceding. The Commission authorized the issue of \$2,000,000 of this amount and deferred action on the remainder. The new bonds are to be dated November 1, 1919, and will bear interest at the rate of 7 per cent.



In addition to the authorizations described, there were other security applications disposed of by the Commission in 1919, which will be found in the table on another page entitled "Applications before the Commission in 1919 for Authority to Issue Stocks, Bonds, etc." The application of the New York Municipal Railway Corporation for permission to issue \$697,500 of stock was withdrawn by the company. At the close of the year there were pending several applications in addition to that of the Brooklyn Union Gas Company, previously mentioned, including the Brooklyn Borough Gas Company's application for \$250,000 of stock, which has not been pressed by the company on account of rate litigation, and the application of the Kings County Electric Light and Power Company for \$1,000,000 of convertible debenture bonds. The testimony of the Commission's examiners in this case was adverse to the application, which covered alleged capital expenditures made many years ago.

The summary on stock and bond issue applications shows that at the end of 1919 the Commission had authorized since July 1, 1907, securities to the face amount of \$786,068,741.94, which was nearly \$200,000,000 less than the amount applied for. Of the total authorizations, approximately \$667,000,000 was granted to transportation companies and \$119,000,000 to light, heat and power companies.

The only stock and bond authorization of 1919 in which an opinion was adopted by the Commission was that of the Brooklyn Edison Company, Inc., an abstract of which appears below:

*Cases Nos. 2351, 2352.—Brooklyn Edison Company, Inc.—* An application was received from the Kings County Electric Light and Power Company, dated and verified December 2, 1918, petitioning the Commission for its permission and approval to merge into and with itself the Edison Electric Illuminating Company of Brooklyn, and for consent to the issuance and execution by the Kings County Company of its general mortgage bearing date of January 1, 1919, to the Central Union Trust Company as trustee and to secure an issue of bonds thereunder not to exceed \$100,000,000. The necessary authority had been obtained by the company on January 10, 1919, for a change of name from the Kings County Electric Light and Power Company to

the Brooklyn Edison Company, Inc., and the order of the Commission was issued approving the merger and consenting to the mortgage of the Brooklyn Edison Company, Inc., under date of January 27, 1919.

The intercorporate relations of the Kings County Company as the financing company and the Edison Electric Illuminating Company as the operating company had been rather complicated. The various phases of these intercorporate relationships were reviewed in the earlier decisions *in re* issue of bonds by the Kings County Electric Light and Power Company (2 P. S. C. R. 1st Dist. N. Y. 193) and in *Albert Moritz v. Edison Electric Illuminating Company of Brooklyn* (7 P. S. C. R. 1st Dist. N. Y. 175). The Edison Company, as the operator of the system, furnished electric current to the entire Borough of Brooklyn, with the exception of the 29th ward, commonly known as Flatbush. The business of the system has been expanding progressively and in order to serve the needs of its consumers has been compelled to expend about \$2,000,000 a year for some years for additional equipment and facilities. The financing of these expenditures had been carried on by means of the issue of debenture bonds convertible into capital stock. The limit of such issues has practically been reached, and the company thereupon determined on the plan of a merger of the two companies and the placing of a general mortgage on the property of both, under the name of the Brooklyn Edison Company, Inc., which mortgage also provided for the refund of outstanding underlying issues at or before maturity.

The merger eliminates the maintenance of two separate sets of accounts and the recording and adjustment of intercompany claims, tending toward economy and administrative efficiency. It also provides a means of securing a better market for securities which will be a direct lien upon the physical assets of both companies, thus facilitating the financing of expenditures for necessary additions and improvements to its plant and equipment.

The only objection to favorable action was by the Corporation Counsel of The City of New York, who maintained that neither of the merging companies possessed unquestionable franchises or the right of an electric corporation to maintain and operate its

equipment in the streets; also, that an approval of the merger would be a recognition of the questionable rights of the company in this respect and prejudice the legal action pending in the courts. If these two companies are not public service corporations, as contended by the Corporation Counsel, then the Commission is without jurisdiction and authority to authorize the merger under this application. As against the objection, it was shown that the merger could not change the estate, property rights, privileges or franchises conveyed under section 15 of the Stock Corporation Law. The order of the Commission, moreover, contains an express stipulation that its permission and approval of the merger and mortgage shall not be construed to revive or validate any lapsed franchise, enlarge any privilege, waive any forfeiture or affect any right in any action now pending, to which either of the two companies may be a party. The city will also directly benefit through the merger, inasmuch as the Brooklyn Edison Company will pay a 1 per cent tax on gross earnings which the Kings County Company did not pay as a lessor.

A second application was received, duly verified and dated December 9, 1918, petitioning the Commission for authority to issue \$6,000,000 of general mortgage gold bonds, series A, under the mortgage approved by the Commission in Case 2351. The bonds were petitioned to reimburse the treasury and refund loans incurred by the Edison Electric Illuminating Company for expenditures for additions to property and improvements of its facilities during the period October 1, 1912, to December 31, 1918, which had not been previously capitalized through the issue of \$500,000 of bonds in Case 1575 and the issue of \$2,500,000 in Case 2152.

After investigation by its accountants and engineers, the Commission, by its order of January 27, 1919 (Case No. 2352), approved an issue of \$5,500,000 of bonds to net not less than 85 per cent of par value, and provided that \$2,350,000 of the proceeds be used to discharge or refund the obligations incurred by the Edison Electric Illuminating Company and \$2,325,000 be applied toward reimbursement of the moneys actually expended from the treasury for acquisition of property and for extension

and improvement of the facilities, plant and distribution system—the application to be made first to the earliest expenditures not heretofore capitalized. The right of the company to apply by petition for authority to make further reimbursement of said expenditures made within the period is not prejudiced.

Provision has been made for extinguishing the discount and expenses by requiring the establishment and maintenance of an amortization fund by charging to income each calendar year, and paying into the fund 1.6 per cent of the discount and expenses plus 5 per cent on all prior payments—the fund to be used only for (1) purchase or retirement of bonds hereby authorized, (2) acquisition of fixed capital or (3) other approved investments.

The entire \$5,500,000 of bonds were sold February 8, 1919, at 87.57, thus providing proceeds of \$4,816,350 and accrued interest, which amount permits the company to comply with the terms of the order respecting the application of the proceeds, and leaves a residue of \$141,350 out of which it may disburse the expenses in connection with the issue.

One of the following tables shows the applications before the Commission in the year 1919 for the issuance of securities, and the other is a summary of all such applications from 1907 to the end of 1919:

54 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

APPLICATION BEFORE THE COMMISSION IN 1919 FOR

COMPANY

Section No. 55

Brooklyn Heights R. R. Co. ....  
 Brooklyn, Queens County & Sub. R. R. Co. ....  
 Coney Island & Brooklyn R. R. Co. ....  
 Nassau Electric R. R. Co. ....

Total. ....  
 Brooklyn, Queens County & Sub. R. R. Co. ....  
 City Island Motor Bus Co., Inc. ....  
 Hudson & Manhattan R. R. Co. ....  
 Nassau Electric R. R. Co. ....  
 New York Consolidated R. R. Co. ....  
 New York Municipal Ry. Corp. ....  
 New York Municipal Ry. Corp. ....  
 Staten Island Rapid Transit Ry. Co. ....

Total. ....

Section No. 59

Brooklyn Borough Gas Co. ....  
 Brooklyn Edison Co., Inc. ....  
 Brooklyn Edison Co., Inc. ....  
 Brooklyn Union Gas Co. ....  
 Brooklyn Union Gas Co. ....  
 Consolidated Gas Co. ....  
 Kings County Elec. Lt. & Pr. Co. ....

Total. ....

Grand total. ....

SUMMARY, JULY 1, 1907-

December 31, 1918. ....  
 1919. ....

December 31, 1919. ....  
 Whereof — Transportation. ....  
 Light, heat and power. ....

## AUTHORITY TO ISSUE STOCKS, BONDS, ETC.

Case No.	Class of security	AMOUNT APPLIED FOR		Applications disposed of in 1919	Pending Dec. 31, 1919
		Prior to 1919	In 1919		
2378	E. Notes	.....	\$551,725 72	\$551,725 72	.....
2378	E. Notes	.....	40,868 57	40,868 57	.....
2378	E. Notes	.....	56,194 28	56,194 28	.....
2378	E. Notes	.....	872,925 73	872,925 73	.....
2378	E. Notes	.....	\$1,021,714 80	\$1,021,714 80	.....
2448	Recra. Certs.	.....	35,000 00	.....	\$35,000 00
2355	Stock	.....	8,000 00	8,000 00	.....
2367	Bonds	.....	1,054,000 00	1,054,000 00	.....
2447	Recra. Certs.	.....	325,000 00	.....	325,000 00
2375	Recra. Certs.	.....	15,000,000 00	15,000,000 00	.....
2075	Stock	.....	\$697,500 00	697,500 00	.....
2308	Bonds	.....	1,150,000 00	1,150,000 00	.....
....	.....	\$1,847,500 00	\$17,443,714 30	\$18,931,214 80	\$360,000 00
2288	Stock	\$250,000 00	.....	.....	\$250,000 00
2352	Bonds	6,000,000 00	.....	\$6,000,000 00	.....
2442	Bonds	.....	\$5,000,000 00	.....	5,000,000 00
2355	Conv. bonds	.....	2,800,000 00	2,000,000 00	800,000 00
2443	Stock	.....	2,000,000 00	.....	2,000,000 00
2446	Conv. bonds	.....	[25,000,000 00]	.....	[25,000,000 00]
1477	Conv. bonds	1,000,000 00	.....	.....	1,000,000 00
....	.....	\$7,250,000 00	\$9,800,000 00	\$8,000,000 00	\$9,050,000 00
....	.....	\$9,097,500 00	\$27,243,714 30	\$26,931,214 80	\$9,410,000 00

## DECEMBER 31, 1919

Amount authorised	Amount disallowed	Amount withdrawn	Amount pending	Total applications
\$760,355,177 64	\$172,817,708 12	\$14,027,443 72	\$9,097,500 00	\$956,297,829 48
25,713,564 30	520,150 00	697,500 00	312,500 00	27,243,714 30
\$785,068,741 94	\$173,337,858 12	\$14,724,943 72	\$9,410,000 00	\$983,514,543 78
606,981,341 94	118,378,458 12	12,474,943 72	360,000 00	798,194,743 78
119,087,400 00	54,959,400 00	2,250,000 00	9,050,000 00	185,346,800 00

## APPLICATIONS BEFORE THE COMMISSION FOR APPROVAL OF BOND

NAME OF COMPANY	Class of security	Amount applied for <sup>1</sup>
<i>Transportation Companies</i>		
Belt Line Railway Corporation.....	Stock.....	\$200,000 00
Belt Line Railway Corporation.....	Bonds.....	2,200,000 00
Belt Line Railway Corporation.....	Stock.....	49,700 00
Belt Line Railway Corporation.....	Stock.....	289,000 00
Broadway & Seventh Avenue R. R. Co.	Bonds.....	500,000 00
Brooklyn & North River R. R. Co.	Stock.....	500,000 00
Brooklyn Eastern District Terminal.....	Stock.....	110,000 00
Brooklyn Heights R. R. Co.†.....	Notes.....	551,725 72
Brooklyn, Queens Co. & Sub. R. R. Co.	Bonds.....	299,543 72
Brooklyn, Queens Co. & Sub. R. R. Co.†.....	Notes.....	40,868 57
Brooklyn, Queens Co. & Sub. R. R. Co.	Receiver's certs.....	35,000 00
Brooklyn Union Elevated Railroad Co.....	Notes.....	20,000,000 00
Central Pk., N. & E. Riv. R. R. Co., Reorg. Comm..	Stock.....	500,000 00
City Island Motor Bus Co., Inc.....	Bonds.....	1,100,000 00
City Island R. R. Co.....	Stock.....	8,000 00
Coney Island & Brooklyn R. R. Co.	Bonds.....	50,000 00
Coney Island & Brooklyn R. R. Co.	Car trust certs.....	30,000 00
Coney Island & Brooklyn R. R. Co.	Bonds.....	568,500 00
Coney Island & Brooklyn R. R. Co.	Bonds.....	372,000 00
Coney Island & Brooklyn R. R. Co.	Notes.....	500,000 00
Coney Island & Brooklyn R. R. Co.	Bonds.....	118,566 00
Coney Island & Brooklyn R. R. Co.	Notes.....	56,194 28
Coney Island & Gravesend Ry. Co.†.....	Notes.....	2,983,900 00
Dry Dock, East Broadway & Battery R. R. Co.	Bonds.....	2,800,000 00
East River Terminal Railroad.....	Stock.....	10,000 00
Eighth Avenue Railroad Co.....	Certs. of indebt.....	750,000 00
Eighth Avenue Railroad Co.....	Certs. of indebt.....	750,000 00
Hudson & Manhattan R. R. Co.	Bonds.....	37,035,000 00
Hudson & Manhattan R. R. Co.	Bonds (inc.).....	33,574,000 00
Hudson & Manhattan R. R. Co.	Bonds.....	154,000 00
Hudson & Manhattan R. R. Co.	Bonds.....	202,500 00
Hudson & Manhattan R. R. Co.	Bonds.....	615,500 00
Hudson & Manhattan R. R. Co.	Bonds.....	1,054,000 00
Interborough Rapid Transit Co.	Bonds.....	30,000,000 00
Interborough Rapid Transit Co.	Notes.....	25,000,000 00
Interborough Rapid Transit Co.	Bonds.....	17,123,611 00
Interborough Rapid Transit Co.	Bonds.....	161,284,000 00
Interborough Rapid Transit Co.	Bonds.....	28,489,000 00
Interborough Rapid Transit Co.	Bonds.....	35,529,272 00
Interborough Rapid Transit Co.	Notes.....	39,416,000 00
Manhattan & Queens Traction Corporation.....	Stock.....	1,500,000 00
Manhattan Bridge Three-Cent Line.....	Bonds.....	1,500,000 00
Manhattan Bridge Three-Cent Line.....	Stock.....	50,000 00
Manhattan Bridge Three-Cent Line.....	Stock.....	200,000 00
Manhattan Bridge Three-Cent Line.....	Stock.....	280,000 00
Manhattan Railway Co.	Bonds.....	10,818,000 00
Manhattan Railway Co.	Bonds.....	894,000 00
Manhattan Railway Co.	Bonds.....	5,406,000 00
Manhattan Railway Co.	Bonds.....	1,000,000 00
Manhattan Railway Co.	Stock.....	500,000 00
Mid-Croestown Railway Co., Inc.....	Bonds.....	500,000 00
Mid-Croestown Railway Co., Inc.....	Stock.....	\$ 187,000 00
Nassau Electric R. R. Co.	Notes.....	5,000,000 00
Nassau Electric R. R. Co.	Bonds.....	730,000 00
Nassau Electric R. R. Co.	Bonds.....	52,000 00
Nassau Electric R. R. Co.†.....	Notes.....	372,925 73
Nassau Electric Railroad Co.	Receiver's certs.....	325,000 00
New York & North Shore Traction Co.	Bonds.....	1,500,000 00
New York & North Shore Traction Co.	Stock.....	771,764 12
New York & North Shore Traction Co.	Stock.....	115,464 00
New York Connecting R. R. Co.	Bonds.....	11,000,000 00
New York Connecting R. R. Co.	Bonds.....	5,000,000 00
New York Connecting R. R. Co.	Bonds.....	8,000,000 00
New York Connecting R. R. Co.	Bonds.....	1,500,000 00
New York Dock Railway.....	Stock.....	500,000 00
New York Municipal Ry. Corp.....	Stock.....	1,000,000 00
New York Municipal Ry. Corp.....	Bonds.....	65,000,000 00
New York Municipal Ry. Corp.....	Stock.....	697,500 00
New York Municipal Ry. Corp., Recr*.....	Certs. of indebt.....	15,000,000 00
New York Railways Co.	Stock.....	\$ 17,500,000 00
New York Railways Co.	Bonds.....	\$ 16,768,100 00
New York Railways Co.	Bonds (inc.).....	\$ 31,933,400 00
New York Railways Co.	Bonds.....	754,000 00
New York Railways Co.	Bonds.....	2,600,000 00

For footnotes, see page 58.

AND STOCK ISSUES, JULY 1, 1907, TO DECEMBER 31, 1919

Amount allowed	Amount not allowed	Application withdrawn	Pending	Case No.
\$431,300 00	\$218,700 00			1604
1,750,000 00				1684
49,700 00				1703
253,000 00	16,000 00			1723
500,000 00				1833
100,000 00	400,000 00			1739
110,000 00				2044
551,725 72				2378
		\$299,543 72		1444
40,868 57			35,000 00	2378
	20,000,000 00			2448
		500,000 00		643
		1,100,000 00		1574
5,850 00	2,150 00			2355
		50,000 00		1095
80,000 00				273
490,000 00	78,500 00			420
151,000 00	221,000 00			1109
500,000 00				1300
91,819 00	26,747 00			1302
56,194 28				2378
		2,983,900 00		1664
1,828,200 00	971,800 00			1715
		10,000 00		634
750,000 00				1747
750,000 00				2321
37,035,000 00				1680
33,574,000 00				1805
154,000 00				1845
202,500 00				1973
615,500 00				2367
1,036,000 00	18,000 00			315
30,000,000 00				1392
25,000,000 00				1614
12,755,000 00	4,368,611 00			2182
160,957,000 00	327,000 00			2218
28,489,000 00				2306
33,098,500 00	2,430,772 00			1650
39,416,000 00				1356
(9)		1,500,000 00		1550
		1,500,000 00		1802
50,000 00				572
140,000 00	60,000 00			573
260,000 00				1762
10,818,000 00				2059
894,000 00				1507
4,523,000 00	886,000 00			1728
1,000,000 00				642
	500,000 00			1163
	500,000 00			1343
150,000 00	37,000 00			2378
	5,000,000 00			2447
730,000 00			325,000 00	1398
52,000 00				1770
372,925 73				1720
				1810
800,000 00	700,000 00			2083
757,500 00	14,264 12			2195
81,850 00	33,614 00			1587
11,000,000 00				1612
5,000,000 00				1692
8,000,000 00				1615
		1,500,000 00		2029
				2075
500,000 00				2375
100,000 00				1305
400,000 00	500,000 00			1511
40,000,000 00	5,000,000 00			1560
20,000,000 00				
		697,500 00		
15,000,000 00				
17,500,000 00				
16,768,100 00				
31,933,400 00				
		754,000 00		
640,000 00	1,960,000 00			



## APPLICATIONS BEFORE THE COMMISSION FOR APPROVAL OF BOND

NAME OF COMPANY	Class of security	Amount applied for <sup>1</sup>
New York Railways Co. ....	Bonds. ....	\$2,100,000 00
Pelham Park R. R. Co. ....	Bonds. ....	50,000 00
Pelham Park & City Island Ry. Co., Inc. ....	Stock. ....	125,000 00
Richmond Light & Railroad Co. and Staten Island Midland Ry. Co. <sup>2</sup> ....	Stock. ....	4,641,000 00
South Flatbush R. R. Co. ....	Bonds. ....	30,000 00
Spytten Duyvil & Port Morris R. R. Co. ....	Bonds. ....	2,500,000 00
Staten Island Midland Ry. Co. ....	Car trust certs. ....	135,000 00
Staten Island Rapid Transit Ry. Co. ....	Bonds. ....	1,150,000 00
Third Avenue Bridge Co. ....	Stock. ....	20,000 00
Third Avenue Bridge Co. ....	Notes. ....	92,908 64
Third Avenue R. R. Co. Bondholders' Committee. ....	Bonds. ....	48,516,800 00
	Stock. ....	20,000,000 00
	Bonds. ....	15,790,000 00
Third Avenue Railway Co. ....	Bonds (inc.) ....	22,536,000 00
	Stock. ....	16,590,000 00
Third Avenue Railway Co. ....	Bonds. ....	500,000 00
Third Avenue Railway Co. ....	Bonds. ....	6,650,000 00
28th & 29th Sts. Crostown R. R. Co. Bondholders' Committee. ....	Stock. ....	500,000 00
	Bonds. ....	1,000,000 00
Twenty-third Street Railway Co. ....	Bonds. ....	1,500,000 00
Total transportation companies (see note 2) ....		\$797,834,743 78
<i>Light, Heat and Power Companies</i>		
Astoria Light, Heat & Power Co. ....	Bonds. ....	\$5,000,000 00
	Stock. ....	9,500,000 00
Bronx Gas & Electric Co. ....	Bonds. ....	740,000 00
Bronx Gas & Electric Co. ....	Bonds. ....	154,000 00
Bronx Gas & Electric Co. ....	Bonds. ....	80,000 00
Bronx Gas & Electric Co. ....	Bonds. ....	200,000 00
Bronx Gas & Electric Co. ....	Bonds. ....	200,000 00
Brooklyn Borough Gas Co. ....	Bonds. ....	105,000 00
Brooklyn Borough Gas Co. ....	Stock. ....	125,000 00
Brooklyn Borough Gas Co. ....	Stock. ....	125,000 00
Brooklyn Borough Gas Co. ....	Stock. ....	250,000 00
Brooklyn Edison Co., Inc. ....	Bonds. ....	6,000,000 00
Brooklyn Edison Co., Inc. ....	Bonds. ....	5,000,000 00
Brooklyn Union Gas Co. ....	Stock. ....	3,000,000 00
Brooklyn Union Gas Co. ....	Conv. bonds. ....	2,800,000 00
Brooklyn Union Gas Co. ....	Stock. ....	2,000,000 00
Consolidated Gas Co. ....	Conv. bonds. ....	25,000,000 00
	Stock. ....	25,000,000 00
	Conv. bonds. ....	[25,000,000 00]
Consolidated Gas Co. ....	Stock. ....	[25,000,000 00]
Kings County El. Lt. & Pr. Co. <sup>3</sup> ....	Conv. bonds. ....	5,000,000 00
Kings County El. Lt. & Pr. Co. <sup>3</sup> ....	Conv. bonds. ....	2,500,000 00
Kings County El. Lt. & Pr. Co. <sup>3</sup> ....	Conv. bonds. ....	2,500,000 00
Kings County Lighting Co. ....	Bonds. ....	450,000 00
Kings County Lighting Co. ....	Bonds. ....	729,000 00
Kings County Lighting Co. ....	Bonds. ....	675,000 00
Long Acre Electric Light & Power Co. ....	Bonds. ....	50,000,000 00
	Stock. ....	10,000,000 00
New York & Queens El. Lt. & Pr. Co. ....	Bonds. ....	2,000,000 00
New York & Richmond Gas Co. ....	Bonds. ....	2,214,400 00
New York Edison Co. ....	Stock. ....	5,349,400 00
New York Edison Co. ....	Stock. ....	15,800,000 00
New York Steam Co. ....	Bonds. ....	2,850,000 00
Total light, heat and power companies. ....		\$178,346,800 00
Grand total, all companies (see note 2) ....		\$976,181,543 78

NOTE.—The statement does not include the supplemental mortgage of 42d Street, Manhattanville & St. Nicholas Avenue Railway Co. and extension of term of \$1,200,000 bonds issued thereunder (case 1508), or the extension of the term of \$210,000 bonds of the Christopher & Tenth Street Railroad Co., maturing October 1, 1918 (case 2335).

<sup>1</sup> The amounts hereunder stated are generally in accordance with applications as amended rather than with original petition.

<sup>2</sup> The arithmetical totals here stated are not representative of the amount of capital invested in the period, owing to the duplications involved in the issue of short-term notes secured by bonds pledged as collateral, debenture bonds convertible into capital stock, etc., as well as refunding issues. For illustration, the statement shows authorizations granted to the Interborough Rapid Transit Co. aggregating \$329,715,500 of which there is outstanding only \$200,373,000 — this being the total funded debt of the company, exclusive of a nominal liability of \$61,587,500 for bonds pledged as collateral security.

<sup>3</sup> An issue of \$765,000 stock was authorized by the Commission in an order dated February 5, 1914. This was abrogated by order dated March 10, 1914, the application having been withdrawn by the company.

AND STOCK ISSUES, JULY 1, 1907, TO DECEMBER 31, 1919—*Concluded*

Amount allowed	Amount not allowed	Application withdrawn	Pending	Case No.
\$2,100,000 00	.....	.....	.....	1880
117,000 00	\$8,000 00	\$50,000 00	.....	1096
.....	.....	.....	.....	1655-1656
.....	4,641,000 00	.....	.....	2181
.....	.....	30,000 00	.....	1114
<sup>12</sup> 2,500,000 00	.....	.....	.....	1127
138,000 00	.....	.....	.....	1887
1,160,000 00	.....	.....	.....	2308
20,000 00	.....	.....	.....	1435
92,908 64	.....	.....	.....	1662
.....	48,516,800 00	.....	.....	1126
.....	20,000,000 00	.....	.....	.....
<sup>13</sup> 15,790,000 00	.....	.....	.....	1181
<sup>14</sup> 22,536,000 00	.....	.....	.....	.....
<sup>15</sup> 16,590,000 00	.....	.....	.....	1714
187,000 00	313,000 00	.....	.....	1778
6,020,500 00	629,500 00	.....	.....	.....
.....	.....	500,000 00	.....	1357
.....	.....	1,000,000 00	.....	1584
1,500,000 00	.....	.....	.....	.....
\$666,981,341 94	\$118,378,458 12	\$12,474,943 72	.....	.....
\$5,000,000 00	.....	.....	.....	1717
9,500,000 00	.....	.....	.....	1160
643,000 00	\$97,000 00	.....	.....	1287
154,000 00	.....	.....	.....	1390
80,000 00	.....	.....	.....	1667
200,000 00	.....	.....	.....	1940
200,000 00	.....	.....	.....	1436
106,000 00	.....	.....	.....	1767
125,000 00	.....	.....	.....	1869
125,000 00	.....	.....	.....	2238
5,500,000 00	500,000 00	.....	\$250,000 00	2352
.....	.....	.....	5,000,000 00	2442
3,000,000 00	.....	.....	.....	640
2,000,000 00	.....	.....	800,000 00	2365
.....	.....	.....	2,000,000 00	2443
25,000,000 00	.....	.....	.....	1823
25,000,000 00	.....	.....	.....	.....
.....	.....	.....	[25,000,000 00]	2446
.....	.....	.....	[25,000,000 00]	1174, 1477
4,000,000 00	.....	.....	1,000,000 00	1575
2,500,000 00	.....	.....	.....	2152
2,500,000 00	.....	.....	.....	1110
200,000 00	.....	\$250,000 00	.....	1474
625,000 00	104,000 00	.....	.....	2013
675,000 00	.....	.....	.....	.....
<sup>16</sup> 4,000,000 00	46,000,000 00	.....	.....	419, 797
<sup>17</sup> 2,000,000 00	8,000,000 00	.....	.....	1204
.....	.....	2,000,000 00	.....	2189
1,956,000 00	258,400 00	.....	.....	1218
5,349,400 00	.....	.....	.....	1718
15,800,000 00	.....	.....	.....	2036
2,850,000 00	.....	.....	.....	.....
\$119,087,400 00	\$54,959,400 00	\$2,250,000 00	\$2,060,000 00	.....
\$786,068,741 94	\$178,337,858 12	\$14,724,943 72	\$2,060,000 00	.....

\* The original application asked for an order authorizing the company to issue capital stock and bonds in such amount as should be deemed proper by the Commission.

\* A joint petition was presented by the Richmond Light & Railroad Company and the Staten Island Midland Railway Company for permission to consolidate and to recapitalize.

\* In accordance with amended petition of the Metropolitan Street Railway Co. Bondholders' Committee.

<sup>12</sup> Certificate of approval given by the Commission in accordance with a direction by the Court.

<sup>13</sup> Discontinued without prejudice.

<sup>14</sup> New York Central & Hudson River R. R. Co. bonds were issued, secured by a mortgage on the Spuyten Duyvil & Port Morris R. R. Co. property.

<sup>15</sup> In the same case the Commission authorized the issue of an equal amount of capital stock for the conversion of these debenture bonds.

<sup>16</sup> Joint and several obligation of the Receiver of the New York Municipal Railway Corporation and the New York Consolidated Railroad Company.

<sup>17</sup> Application made by joint petition of four B. R. T. companies, aggregating \$1,021,714.30 face value, equipment notes covering 200 cars.

## RAPID TRANSIT

As previously stated, the rapid transit work of the Public Service Commission for the First District was taken over on June 1, 1919, by the Transit Construction Commissioner, in accordance with the terms of Chapter 520 of the Laws of 1919. On that date the staff of the Commission engaged upon rapid transit matters was transferred to the Transit Construction Commissioner as were the records pertaining to this work. As some of the records are of a dual character, certified copies of the portions pertaining to rapid transit are being made, in accordance with the provisions of the law, and will be transmitted to the Transit Construction Commissioner.

The Commission from January 1 to June 1, 1919, performed the work prescribed by the Rapid Transit Act, which is Chapter 4 of the Laws of 1891, and amendments. Under this statute the Commission was empowered to establish new routes of rapid transit within the City of New York and, when such routes had received the approval of the local authorities and of a certain proportion of the owners of abutting property, to make plans for and supervise the construction of new lines as authorized. Under this law and amendments the contracts between the City of New York and the two great operating companies, known as the Dual System Contracts, were formulated, and approved on March 19, 1913.

The Dual System of rapid transit, to cost when completed, in excess of \$425,000,000, and described as the world's largest engineering undertaking, is being constructed under the authority of the Rapid Transit Act and the provisions of the Dual System Contracts. This system, which was about 80 per cent complete on June 1, will add to the existing track mileage of the old rapid transit lines approximately 341 miles of new single track. The total track miles of all rapid transit lines, new and old, will be in excess of 600.

Under the Dual System Contracts the Interborough Rapid Transit Company, operator of the subway lines constructed by the city under Contracts Nos. 1 and 2, became the lessee of new subway lines and elevated extensions of subways for operation in

connection with its existing lines. Another Dual System Contract with the New York Municipal Railway Corporation, organized by the Brooklyn Rapid Transit system, provided for operation by it under lease of certain subways and subway extensions in addition to the elevated lines owned by it. The operating contract with the Interborough Rapid Transit Company was designated Contract No. 3, while that with the New York Municipal Railway Corporation was designated Contract No. 4. Besides these contracts certain additional certificates or franchises for extensions, third-tracking and reconstruction of elevated lines were granted simultaneously with the signing of the contracts.

By the terms of these contracts the two companies are authorized to operate for 49 years the subway lines and extensions of subways, constructed for the most part with city money, with the exception of \$58,000,000 contributed by the Interborough to the cost of lines to be operated by it, and a contribution by the Brooklyn company of approximately \$14,000,000 for a similar purpose. In addition to their contributions to the construction of the new lines, the two companies have borne exclusively the cost of the improvements to the elevated railroads as well as the cost of equipping all lines.

As explained in previous reports, the Dual System was divided into about 90 contract sections, for convenience in planning and construction. All of these general construction contracts were, with three exceptions, awarded by June 1, 1919, the date upon which the Commission relinquished its rapid transit functions. Contracts for a small amount of station finish work and of track installation work yet remain to be made; also contracts for some track materials. The three construction contracts yet remaining to be let embrace the extension of the Queensboro subway westward from 42d street and Park avenue, Manhattan, to a terminus not yet finally determined, the building of the Nassau Street subway and the elevated portion of the 14th Street-Eastern line in Brooklyn and Queens.

The total value of rapid transit contracts awarded by the Commission during 1919 to June 1, when its duties in this respect ended, was \$1,110,232.38. The details of these contracts follow:

*Routes Nos. 19 & 22, Section No. 2; Erection of Steel.*—In the report of the Commission for the year 1917, reference will be found to the forfeiture by the Commission of the contract awarded in 1916 to the Flick & Manuell Construction Company, Inc., for the construction of the above named section, which consists of the elevated portion of the Pelham Bay Park branch of the Lexington Avenue subway, from a point near Hunt's Point avenue to the eastern terminus of the line at Pelham Bay park, leased to the Interborough Rapid Transit Company. Following the forfeiture of the contract, the Commission itself undertook the completion of construction of the column foundations for the elevated line, for the purpose of making the work temporarily safe until such time as the erection of the steel could begin. A contract for the furnishing of the structural steel for this section had been let separately, and during 1918 the Commission made provision for the hauling and storing of this material.

Later in the year, in an effort to determine if portions of this line might thereby be placed in service earlier by the letting of a series of small contracts for the erection of steel, the Commission obtained bids from contractors for several subsections. On December 24, 1918, upon the recommendation of the Chief Engineer, the Commission approved an award to the Terry & Tench Company, Inc., of a contract for the erection of the steel on subsections Nos. 1, 2 and 3 of Section No. 2 of Routes Nos. 19 & 22, at the figure of \$24,960, the lowest bid received. On the same day the Commission also let contracts to the same firm for the erection of steel on subsection No. 4, for \$23,047.50, and on subsection No. 6, for \$24,112.50.

When it appeared that no gain in time of construction would be made, the contracts were subsequently recalled from the Board of Estimate and Apportionment, and a new form of contract was prepared embracing all of the subsections above enumerated, together with all other subsections. Action was taken rescinding the formal award to the firm of Terry & Tench for construction of subsections on March 15, 1919, and the Commission adopted the form of contract for construction of the line as a whole. Bids were opened on March 31, and of three tenders

received, that of the Terry & Tench Company, Inc., was the lowest, at \$586,700. On April 14 the Commission awarded the contract to that company. It was delivered on May 19, 1919, and work has been in progress since.

*Route No. 48 (Old Slip); Construction of Protective Blanket over Part of Clark Street Tunnel.*—Late in 1918 the Commission authorized the receipt of bids for the construction of a protective blanket of rip-rap and concrete in the East River over the roof of the Old Slip-Clark Street Tunnel line, near the Manhattan Bulkhead wall. This line is under lease to the Interborough Rapid Transit Company. Three months was specified as the time in which the contract was to be completed. Dredging of a channel in the river bottom, above the tunnel tubes, and the placing of a blanket in such dredged-out channel were included in the contract. The Commission received bids on December 27, 1918, the lowest being that of the firm of Morris and Cummings Dredging Company, at \$264,950. The contract was awarded on February 3, 1919, and delivered on March 11, 1919. Delays prevented the beginning of work, and when it appeared likely that no substantial progress could be made before train service through the tunnel would be in operation, the Commission wrote the contractor on April 9, directing suspension of the work until further notice. It appeared to the Commission that the possibilities of an accident under train operation were too serious to warrant the doing of the work under such conditions. This opinion was also shared by the Interborough Rapid Transit Company. The Commission took the view that early operation of the Old Slip-Clark Street Tunnel as a relief to existing facilities was of paramount importance, and that nothing should stand in the way of beginning it at the earliest date possible.

*Section No 5, Routes Nos. 4 & 36; Section No. 1, Routes Nos. 36 & 37; Route No. 61; Installation of Tracks, 60th Street Tunnel Line.*—On April 10, 1919, the Commission adopted the form of contract for the installation of tracks in the 60th Street Tunnel, from a point near Lexington avenue and 60th street, underneath the East River and upon the elevated structure along North Jane street, Queens, to the Queensboro Bridge plaza, and

a connection with the existing structure there. This line is under lease to the New York Municipal Railway Corporation. Bids were received from six contractors on May 3, 1919, and on May 5 an award was made to Thomas Crimmins Contracting Company, whose figure, the lowest received, was \$94,973.73. The contract was dated May 23, 1919, but had not been delivered prior to the transfer of the rapid transit functions of the Commission to the office of the Transit Construction Commissioner.

*Ballast Order No. 6, Portion K and Portion L.*—Two contracts were let by the Commission to the New York Trap Rock Corporation, following receipt of formal bids for the providing of stone for ballast on certain of the new rapid transit lines. These contracts were awarded on April 2, 1919, were dated May 5, 1919, and were delivered May 8, 1919. The contract for Portion K amounted to \$85,500, and for Portion L to \$24,850.

*Section No. 1, Routes Nos. 4 & 38.*—Informal bids having been received by the Chief Engineer, the Commission on January 14, 1919, awarded to the Powers-Kennedy Contracting Corporation, the lowest bidder, a contract for the construction of a reinforced concrete envelope for high-pressure water mains, in the vicinity of 165 Greenwich street, New York City. The amount of the contract was \$8,889 and delivery of the contract was made on March 3, 1919.

*Route No. 5; Lexington Avenue Subway.*—On January 14, 1919, the Commission awarded a contract for \$8,617.40 to the Vulcan Rail and Construction Company, the lowest bidder, for the furnishing and installation of steel ladders at several points on the Lexington Avenue subway, operated by the Interborough Rapid Transit Company. The contract was delivered on February 20, 1919.

*Untreated Ties.*—In order to provide a quantity of untreated ties for use on new rapid transit lines, over and above similar supplies previously ordered, the Commission on February 3, 1919, awarded to the Long-Bell Lumber Company, the lowest bidder, at \$5,600, the contract for such supplies, following the receipt of informal bids by the Chief Engineer. The contract was delivered on March 29, 1919.

*Routes Nos. 16 & 18, 36 & 37; Construction of Waiting-rooms on Platforms of Stations, etc.*—The Commission on February 18, 1919, awarded to A. W. King, the lower of two bidders, a contract for the construction of waiting-rooms on the train platforms at the 167th Street station of the Jerome Avenue line, at the Gun Hill Road and East 18th Street stations of the White Plains Road line, and at the Queensboro Plaza station of the Queensboro subway, and for the construction of a lamp-room on the East 180th Street station of the White Plains Road line. The amount of the contract was \$6,378.25. Informal bids had been received by the Chief Engineer on December 28, 1918. The contract was delivered on March 29, 1919.

*Manhattan-Bronx Rapid Transit Railroad (Contract No. 1); New Entrance, 28th Street and Fourth Avenue.*—Following the failure of a previous contractor to complete a new entrance through the existing structure at the northwest corner of 28th street and Fourth avenue, the Commission, upon receipt of informal bids, awarded a contract to the Seventh Avenue Construction Company for the completion of said station entrance, the amount of the tender being \$1,800. The contract was awarded on February 8, 1919, and delivered April 14, 1919.

*Route No. 18, Section No. 1; Construction of Sewers at 180th Street Station.*—In order to provide sanitary connections at the 180th Street station of the White Plains Road subway, it was necessary for the Commission, early in the year, to let a contract for sewer connections to the Slattery Engineering and Construction Company, Inc., the lowest of several bidders, at the figure of \$7,489. The contract was awarded February 18, and delivered March 27.

*Route No. 48, Section No. 2; Construction of Station Entrance.*—Following the completion of the Wall and William Street branch of the West Side subway, it became apparent that a new entrance was needed to the Fulton Street station, through private property at the southeast corner of William and Ann streets, Manhattan. The Commission obtained informal bids for the construction of this entrance, the lowest of four bidders being A. W. King, and his figure \$5,555. The contract was awarded on February 26, and delivered April 12, 1919.



*Routes Nos. 36 & 37, Section No. 3; Construction of Drainage and Water Connections at Three Stations.*—On account of the lack of proper sewerage and water connections at three stations on the Queens lines, the Commission found it necessary to let a contract for the construction of drainage and water connections. Informal bids were received on March 10, from four bidders, the lowest figure being submitted by the D. Donegan Company, whose proffer was \$4,050. The contract was awarded to this firm on March 15, and delivered May 5, 1919.

*Routes Nos. 4 & 38, Section No. 6; the Completion of Station Entrances.*—On April 10, 1919, the Commission awarded a contract to the Seventh Avenue Construction Company, the lowest bidder, at the figure of \$4,480, for the completion of station entrances at the Pennsylvania and Wall Street stations of the West Side subway line. The contract was not delivered before the Commission relinquished its rapid transit functions.

### PROGRESS OF CONSTRUCTION

The following table shows the progress of construction work on the Dual System of Rapid Transit to June 1, 1919:

## PROGRESS ON DUAL SYSTEM CONTRACTS—JUNE 1, 1919

## INTERBOROUGH LINES

## CITY CONTRACTS

Sec.	Contractor	Limits	Contract Delivered	Time Expires	Amount of Bid	Per Cent of Value Done	Employes, Average (Daily)
<b>Route Nos. 43 &amp; 26—Diagonal Station Connection</b>							
1	Rapid Transit Subway Construction Co.	Connection between existing subway and Lex. Ave. and Steinway Line	12/ 3/14	4/ 3/17	\$3,097,312 50	99	12
<b>Route No. 43—Diagonal Station Connection</b>							
2	New York Central Railroad Co.	Under New York Central property	1/20/15	.....	\$202,500 00	99.5	.....
<b>Route No. 5—Lexington Avenue Subway</b>							
7	Rapid Transit Subway Construction Co.	Lexington Ave., 43d to 53d St.	8/ 7/14	3/ 7/17	1,915,164 50	99	.....
8-15 incl.	Bradley Contracting Co., Patrick McGovern & Co., Oscar Daniels Co., McMullen, Shure & Priest, Inc., Arthur McMullen & Hoff Co., Rodgers & Hagerly, Inc., John B. Roberts, W. G. Stearns	53d Street to 157th Street.	.....	.....	26,323,809 09	100	.....
<b>Station finish, Sections 7 to 11, inclusive.</b>							
<b>Cable feed pipes, Sections 8 to 11, inclusive.</b>							
<b>Station finish, Sections 12 to 15, inclusive.</b>							
<b>Enclosures bet. stations.</b>							
<b>Construction of 157th St. Duct Line.</b>							
13-15	A. W. King & Co.	.....	8/11/16	2/11/17	316,091 06	100	.....
	D. C. Serber	.....	9/27/17	1/21/18	24,205 80	100	.....
	T. H. Reynolds Con. Co.	.....	8/14/16	10/14/16	10,307 00	100	.....
<b>Route No. 16—Jerome Avenue Extension</b>							
1	Oscar Daniels Company	Jerome Ave., 157th to 182d St.	12/31/13	10/ 3/15	1,077,978 00	100	.....
2	Cooper & Evans Company	Jerome Ave., 182d St. to Woodlawn Rd.	4/ 3/14	10/ 3/15	1,076,831 00	100	.....
<b>Route No. 18—White Plains Road Extension</b>							
Two Secs.	Oscar Daniels Co., and A. P. Roth	Bronx Park East to 241st St.	.....	.....	1,872,884 25	100	.....
<b>Track installation, Bronx Park to 241st St.</b>							
<b>Construction of 180th St. Yard.</b>							
<b>Construction of 230th St. Yard.</b>							
	Coast & Lakes Con. Corp.	.....	4/13/16	8/13/16	94,280 50	100	.....
	Thomas J. Buckley Const. Co.	.....	8/15/16	8/15/17	269,222 50	80	1
	Thomas J. Buckley Const. Co.	.....	12/ 8/16	10/ 8/17	372,893 00	84	2
<b>Routes Nos. 5, 43 &amp; 16—Track Installation, Lexington Ave. Subway, 149th St. Connection &amp; Jerome Ave. Extension</b>							
	Empire Const. Co.	Installation of tracks.	3/30/16	9/30/16	276,433 55	100	.....

\* Includes \$500,000 for real estate.

## INTERBOROUGH LINES — Continued

Sec.	Contractor	Limits	Contract Delivered	Time Expires	Amount of Bid	Per Cent of Value Done	Employees Average (Daily)
		<b>Routes Nos. 5, 19 &amp; 22 — Track Installation, Pelham Line</b>		2/7/17	\$363,860 00	40	.....
	Terry & Trench Co., Inc.						
		<b>Routes Nos. 16 &amp; 18 — Station Finish, Jerome Avenue &amp; White Plains Road Lines</b>		4/13/16	860,636 50	100	.....
	Altoria Realty & Const. Co.	Jerome Ave. & White Plains Road Lines	.....	10/13/15			
		<b>Routes Nos. 19 &amp; 22 — Southern Boulevard &amp; Westchester Avenue Extension to 147th St.</b>		8/22/16	2,253,281 75	99	1
1	Richard Carvel Co., Inc.	138th St. & Southern Boulevard, Alexander Ave.	10/22/12	8/22/16			
1-A	Rodgers & Hagerty, Inc.	Southern Boulevard and Whitlock Ave., 147th St.	12/31/13	6/30/16	2,253,159 25	100	.....
2†	Assigned to Flick & Manuell Const. Co.	to Bancroft St., Whitlock Ave. to Pelham Bay Park.	5/5/16	9/7/17	2,063,877 50	4.3	59
	Seventh Ave. Const. Co.	Stations finish, Sections 1 and 1-A.	2/15/17	8/15/17	239,616 05	96.2	3
	Underpinning & Found. Co.	Bronx River Duct Line	1/2/18	5/2/18	47,108 75	100	1
	Terry & Trench	Erection of Steel Westchester Ave., Whitlock Ave. to Pelham Bay Park	5/7/19	2/11/20	586,700 00	.....	.....
		<b>Routes Nos. 4 &amp; 38 — Seventh Avenue-Lexington Avenue Subway</b>					
1-A	Rapid Transit Subway Construction Co.	South Ferry to Battery Place and Greenwich Street	9/4/14	4/4/17	474,244 00	100	.....
1	Rapid Transit Subway Construction Co.	Greenwich St., Battery Pl. to Vesey St.	6/19/14	3/19/17	2,121,077 25	97	8
2	Degnon Contracting Co.	West Broadway, Vesey to Beach St.	3/13/17	3/13/17	3,059,522 00	99	2
3	Degnon Contracting Co.	Varick St. & 7th Ave. Ext., Beach to Commerce St.	12/31/13	12/31/16	2,185,063 50	100	.....
4	U. S. Realty & Imp. Co.	Seventh Ave., Commerce to 16th St.	4/17/14	1/17/17	1,837,726 50	100	.....
5	Seventh Ave. Const. Co.	Station finish, Sections 1-A, 1 to 4 inclusive.	2/15/17	8/15/17	389,880 28	89	7
5	U. S. Realty & Imp. Co.	Seventh Ave., 16th to 30th Street.	12/31/13	12/31/16	2,401,306 75	99	.....
6	Rapid Transit Subway Construction Co.	Seventh Ave., 30th to 43d Street.	2/24/14	2/24/17	2,292,943 50	99	19
6-A	Holbrook, Cabot & Rollins Corporation	Seventh Ave., 43d to 45th Street.	8/6/14	5/6/17	421,566 00	100	.....
		<b>Routes Nos. 4 &amp; 38 and 43 — Station Finish, Seventh Avenue Subway &amp; Diagonal Station Connection</b>					
	Assigned to John B. Roberts	Sections 5, 6 and 6-A of Rtes. 4 & 38; Sections 1 and 2 of Rt. 43.	12/5/16	6/5/17	382,521 00	97.1	6
		<b>Route No. 43 — Park Place, William and Clark Street Subway</b>					
1	Frederick L. Cranford, Inc.	Park Place and Beekman St., West Broadway to 12/7/14	4/7/17	4/7/17	1,571,363 50	100	.....
2	Smith, Hauser & MacLennan, Inc.	William St., Beekman St. to Old Slip.	12/7/14	4/7/17	2,254,670 00	100	.....
3	Assigned to Booth & Flinn, Ltd.	Old Slip, Manhattan, to Clark Street, Brooklyn.	8/6/14	2/6/18	6,469,916 25	97.8	30
	John B. Roberts	Station finish, Sections 1 and 2.	6/9/17	12/9/17	139,919 23	89	7
	(For Station Finish, Route 43, Sec. 3, see	Route 33, N. Y. Municipal Lines.)					

Routes Nos. 4 & 35, 45 and 33 — Track Installation, Seventh Avenue Subway		Installation of tracks.		11/ 1/16		100	
Engel & Hevernor		Installation of tracks.		11/ 1/16		100	
Route No. 12 — Eastern Parkway, Brooklyn, Subway		Flatbush Ave. & St. Felix St. to Prospect Place		7/16/14		1/16/17	
1	Cranford Company	Flatbush Ave. & St. Felix St. to Prospect Place		7/16/14		1/16/17	
1-A	Cranford Company	Flatbush Ave. Prospect Place to Plaza		5/ 4/14		11/ 4/16	
2	Inter-Continental Const. Corp.	Eastern Parkway, Prospect Park Plaza to Nostrand Ave.		6/16/15		4/15/17	
3	Rodgers & Haggerty Inc.	Eastern Parkway, Nostrand Ave. to Buffalo Ave.		9/25/15		5/25/17	
The Shure & Triest Co.		Station finish, Sections 1, 1-A, 2 and 3.		6/27/17		12/27/17	
Route Nos. 12, 29 & 31 — Track Installation		Installation of tracks.		8/10/18		26	
Holbrook, Cabot & Rollins Corp., and George W. McNulty		Route No. 29 — Nostrand Avenue, Brooklyn, Subway		8/20/15		5/20/17	
1	Assigned to Newman & Carey Subway Construction Co., Inc.	Nostrand Ave., Eastern Parkway to Church Ave.		8/20/15		5/20/17	
2	Dock Contractor Co.	Nostrand Ave., Church to Flatbush Ave.		10/ 8/15		7/ 8/17	
A. W. King		Station finish, Secs. 1 and 2.		5/28/18		11/28/18	
Route No. 31 — Livonia Avenue, Brooklyn, Extension		Livonia Ave., President St. to Ashford St. (construction)		2/28/17		7/28/18	
W. G. Cooper		Supply of structural steel.		2/28/17		7/28/18	
American Bridge Co.		Livonia Ave. Duct Line.		10/28/17		33,697 00	
W. G. Cooper, Inc.		Route Nos. 36 & 37 — Astoria and Corona Lines					
Three Secs.		Bridge Plaza to Astoria and Corona				3,809,190 50	
1	Snare & Triest Co., Cooper & Evans Co., and E. E. Smith Con'tg Co.	Pipe Sewer at Bridge Plaza Sta.		9/11/17		10/11/17	
2	D. Donegan Co.	Storm drain, Queens Boulevard, Hill St. to Gosman Ave.		12/ 6/15		8/ 6/16	
3	Murphy Bros.					2,150 00	
Route Nos. 36 & 37, 26 and 59 — Queensboro Subway and Extension and Queens Lines		General construction, duct line, station finish and track construction, etc.				7,421 25	
Snare & Triest Co., Cooper & Evans Co., E. E. Smith Con'tg Co., Rapid Transit Subway Const. Co., Degnon Con'tg Co., Chas. Meads & Co., Thos. Crimmins Con'tg Co., Thomas J. Waters Co., Station Const. Co., Beaver Eng. & Const. Co., D. Donegan Co., and Murphy Bros.						5,956,470 81	
R'te. No. 26 Rise & Ganey		Completion of Construction Shaft No. 2.		2/20/19		11/20/19	
						99,085 00	

† Forfeited and to be completed under new contract.

## INTERBOROUGH LINES — Concluded

Sec.	Contractor	Limits	Contract Delivered	Time Expires	Amount of Bid	Per Cent of Value Done	Employees, Average (Daily)
		Routes Nos. 36 & 37, 16 and 18 — Signal Towers for Queens and Bronx Lines 13 signal towers for Queens Lines, and Jerome Ave. 1/18/17 5/16/17 and White Plains Road extensions			\$110,650 71	100	.....
		Contract No. 3 — Additions to Sheep, 148th Street Yard			182,999 00	.....	.....
	A. L. Guidone & Son.....					.....	.....

## COMPANY CONTRACTS

	Terry & Tench Co., Inc., Snare & Triest Co., and T. A. Gillespie Co.	Third-tracking Elevated Railroads in Manhattan and The Bronx Additional tracks on Second, Third and Ninth Ave. 2/13/14 8/13/15 Elevated Lines		(Cost plus per- centage)			
		Extensions of Elevated Railroads in Manhattan and The Bronx					
6-D	A. L. Guidone & Son, Inc.....	West Farms Subway Connection.....	2/26/16	12/28/16	105,791 00	100	.....
10-C	Battery Eng. & Const. Co.....	8th Ave. & 162d st. Connection.....	3/17/16	6/17/17	336,784 50	100	3
9-B	M. J. Leahy.....	Webster Ave. Line.....	4/25/16	4/25/17	831,110 90	60	8
4-C	Snare & Triest Co.....	Connection, Second Ave. " L," Manhattan, to new lines in Queens	5/27/16	10/27/16	53,760 00	100	.....
		Track Installation — Elevated Extensions					
6-D	Snare & Triest Co.....	West Farms Subway Connection.....	1/12/17	5/12/17	41,946 00	100	.....
10-C	Thos. Crimmins Cont. Co.....	8th Ave. & 162d St. Connection.....	3/9/17	8/9/17	44,847 00	100	.....
9-B	Thos. Crimmins Cont. Co.....	Webster Ave. Line.....	2/15/17	7/15/17	225,000 00	.....	.....
4-C	W. S. Rae.....	Connection, Second Ave. " L," Manhattan, to new lines in Queens	11/22/16	4/22/17	114,300 00	100	.....

# NEW YORK MUNICIPAL LINES CITY CONTRACTS

Sec.	Contractor	Limits	Contract Delivered	Time Expires	Amount of Bid	Per Cent of Value Done	Employees, Average (Daily)
<b>Route No. 5 — Broadway-Fourth Avenue Subway</b>							
Six Secs.	F. L. Cranford, Inc., Degnon Contract- ing Co., O'Rourke Eng. Const. Co., Underpinning and Foundation Co., and Dock Contractor Co.	Morris Street to Union Square	.....	.....	\$10,346,354 50	100	.....
1-4 incl.	Assigned to Serber-Stander Co., Inc.	Station finish, Battery to 14th St.	4/25/16	11/25/16	344,716 35	100	.....
<b>Routes Nos. 4 &amp; 36 — Broadway-Fourth Avenue Subway</b>							
1	E. E. Smith Contr. Co.	Broadway, Union Sq. to 26th St.	8/1/13	8/1/16	2,059,702 50	100	.....
2	E. S. Realty & Imp. Co.	Broadway, 26th to 38th St.	7/23/14	3/23/17	2,657,004 50	99.9	10
3	Hill, Cook, Caird & Rollins Corp.	Broadway, 38th to 51st St.	9/8/15	5/8/17	3,740,913 50	99.9	12
4	Litchfield Construction Co.	Seventh Avenue, 51st to 59th St.	5/26/15	3/26/17	1,935,509 00	99.8	7
5	Degnon Contracting Co.	59th and 60th Sts. 7th to 2d Ave.	8/6/14	6/17	2,319,511 00	98.9	148
3 & 4 5	Seamless King	Battery Room and Sign Towers, 34th St.	8/9/17	8/29/18	1,999 99	100	.....
	A. W. King	Sta. finish, 40th & 57th Sts. sta.	8/29/17	1/29/18	178,773 23	100	.....
	A. W. King	Sta. finish, 40th & 57th Sts. sta.	10/5/18	3/5/19	153,262 25	76.4	15
	A. W. King	Station finish, 5th & Lex. Ave. Stations	.....	.....	126,477 60	37.1	27
	T. H. Reynolds Cont'g Co.	Track Installation, 7th to Lex. Ave.	2/20/19	5/21/19	24,975 50	1	11
<b>Route No. 33 — Broadway-Fourth Avenue Subway</b>							
1	Assigned to Booth & Flinn, Ltd.	Whitehall St., Battery Pl. to South St.	6/17/14	2/17/17	2,059,182 00	86	95
2	Assigned to Booth & Flinn, Ltd.	Whitehall St., Manhattan, to Montague St., Brooklyn	7/16/14	1/16/18	5,974,809 50	98.3	178
3	Assigned to Booth & Flinn, Ltd.	Montague St., Clinton St. to Flatbush Ave. Ex- tension	10/9/14	10/9/17	3,395,152 00	94.2	150
	Walter Farrington	Station finish, Secs. 1, 2 and 3 (also Route 48, Sec. 3)	4/30/18	10/30/18	217,655 15	41	9
<b>Route No. 61 — Broadway-Fourth Avenue Subway</b>							
	Patrick McGovern & Co.	60th St., Manhattan, to North Jane St., Queens.	8/3/16	2/3/19	4,194,797 00	97.9	111
	Thomas Crimmins Cont'g Co.	Installation of tracks.	6/11/19	.....	84,973 73	.....	.....
<b>Route No. 20 — Canal Street Subway</b>							
2	Underpinning and Foundation Co.	Canal St., Broadway to Bowery	7/16/14	3/16/17	1,822,994 25	100	12
<b>Routes Nos. 5, 4 &amp; 36, 20 and 33 — Track Installation, Broadway-Fourth Avenue Subway</b>							
	T. H. Reynolds Con. Co.	Installation of tracks.	8/30/15	.....	288,400 00	57	76

## NEW YORK MUNICIPAL LINES — Continued

Sec.	Contractor	Limits	Contract Delivered	Time Expires	Amount of Bid	Per Cent of Value Done	Employees, Average (Daily)
		<b>Routes Nos. 4 &amp; 36 and 20 — Station Finish, Broadway-Fourth Avenue Subway</b>					
	Serber-Stander Co., Inc.	Canal, 23d & 29th St. Stations.....	10/20/16	4/30/17	\$149,324 75	100	.....
		<b>Route No. 12 — Broadway-Fourth Avenue Subway</b>					
1-B	Degnon Contracting Co.	From Hanson Pl. to Connection with Sec. 1-A... (For Secs. 1 and 1-A, see Route 12, Interborough Lines)	10/20/16	12/30/17	810,265 00	86	65
2-A	Degnon Contracting Co.	Flatbush Ave., Prospect Park Plaza to Malbone St.	3/31/16	11/30/17	1,370,068 00	96	180
		<b>Routes Nos. 9 &amp; 11 — Fourth Avenue, Brooklyn, Subway and Extension</b>					
Six Secs.	Wm. Bradley; Smith, Scott & Co.; Tidewater Building Co. & Thos. B. Bryson and E. E. Smith Con. Co. Irving Iron Works Co.	Manhattan Bridge to 43d St. ....	11/ 9/09	.....	*16,014,388 26	100	.....
9-C-1 11-EA -1	Samuel Beekin..... Norton & Gorman Con. Co..... Thomas Crimmins Contracting Co.....	Reconstruction of platform edges, Manhattan Bridge to 26th Street.....	5/10/15	5/28/15	5,180 00	.....	.....
11-B-1 11-B-2	Degnon Contracting Co..... Degnon Contracting Co., Inc..... D. C. Serber.....	Reconstruction of DeKalb Ave. Station..... Removal of temporary sewer..... Installation of tracks from Manhattan Bridge to 86th Street. (Materials furnished by the City)	2/ 5/15 3/31/15 7/31/14	4/12/16 5/31/15 1/21/15	133,947 46 15,233 75 210,880 00	100 100 100	..... ..... .....
	D. C. Serber.....	Fourth Avenue, 43d to 61st Street.....	10/ 4/12	11/ 1/15	1,930,258 50	100	.....
	D. C. Serber.....	Fourth Avenue, 61st to 86th Street.....	10/ 4/12	11/ 4/15	1,904,171 25	100	.....
	D. C. Serber.....	Station finish for six stations, 43d to 86th Street.....	8/ 6/14	8/ 1/15	251,133 72	100	.....
	D. C. Serber.....	Completion of construction and station finish, Hanson Place to Butler Street.....	6/ 8/15	9/ 8/15	40,676 25	100	.....
	D. C. Serber.....	Completion of construction and station finish, Fourth Avenue Subway and Brooklyn-Man- hattan Loop.....	.....	.....	69,064 69	99.1	1
1 & 2	N. Y. Mun. Ry. Corp., Post & McCord, Inc., Ward & Tully, Inc., & A. L. Guidone & Son, Inc.	<b>Route No. 39 — New Utrecht Avenue, Brooklyn, Elevated Line</b> Construction, station finish and track installation	.....	.....	2,257,201 54	100	.....
1	Suare & Triest Co. and Frank L. Davis Thomas Crimmins Cons. Co.	Construction and station finish, 9th Ave. Station. Relocation of trolley tracks.....	5/ 5/17	.....	40,070 00 166,409 56	100 100	..... .....

Route No. 49 — Gravesend Avenue Elevated Line					
1-4	Thomas Dwyer.....	From 38th St. cut to Section 1 of Culver Line.....	5/23/17	42,268 00	100
1	Post & McCord, Inc.....	Gravesend Ave., 37th St. to Bay Parkway.....	9/ 8/15	877,959 00	100
2	Oscar Daniels Co.....	Gravesend Ave. and Shell Road, 22d Avenue to Avenue X.....	7/10/15	863,775 00	100
3	Bethlehem Steel Bridge Corp.....	Supply and erection of steel.....	8/15/18	419,020 00	36
3	William G. Cooper, Inc.....	Column foundations.....	8/15/18	171,256 00	77
	Kaufman & Garcey.....	Track installation, Sections 1-A, 1 and 2.....	10/21/16	103,680 00	100
	Shure & Triest Co.....	Concrete track floors and platforms of 11 stations, Sections 1 and 2.....	11/28/16	52,654 00	100
	P. J. Carlin Construction Co.....	Station finish, Sections 1 and 2.....	11/19/17	731,124 00	72.5
Route No. 8 — 14th Street-Eastern Subway					
1	Booth & Flinn, Ltd.....	14th St., 6th Ave. to Irving Place.....	8/10/16	2,528,618 25	30.5
2	Degenon Con. Co.....	14th St., Irving Place to Avenue B.....	8/10/16	1,972,340 00	29.7
3	Booth & Flinn, Ltd.....	14th St., Manhattan, to N. 7th St., Brooklyn.....	5/29/18	6,639,023 50	86.5
4	Assigned to Mason & Hanger — MacArthur Bros., Inc.....	N. 7th St. and Metropolitan Ave., Bedford Ave. to Manhattan Ave.....	8/14/16	1,847,174 40	65
5	Assigned to Mason & Hanger — MacArthur Bros., Inc.....	Metropolitan Ave. and Bushwick Ave., Manhattan Ave. to Meserole St.....	8/14/16	1,336,949 85	80
Route No. 9-MO — Centre Street Loop Subway					
	Bradley Con. Co.; Cranford Co.; Degenon Con. Co.; N. Y. Mun. Ry. Corp.....	Centre Street, Brooklyn Bridge to Williamsburg Bridge.....	1907	113,809,896 29	100
COMPANY CONTRACTS					
Sea Beach Line Reconstruction					
	G. W. McNulty, Inc.....	62d and 65th Sts., between Fourth Ave. and 86th St.....	10/ 6/13	1,877,525 00	100
	G. W. McNulty, Inc.....	Extra work on Sea Beach Reconstruction.....	8/19/14	299,539 00	100
	Wilson & English Const. Co.....	Construction of retaining walls and bridges.....	7/21/14	281,882 50	100
	Post & McCord, Inc.....	Construction of stations.....	3/ 9/15	331,163 03	100
Coney Island Terminal					
	Lord Const. Co.....	Construction of Coney Island Terminal.....	3/14/16	1,279,274 25	98.4
	American Bridge Co.....	Furnishing steel.....	11/13/15	798,860 00	100
	John Thatcher & Son.....	Misc. buildings at Terminal.....	12/25/17	161,974 00	91.9
Brighton Beach Line Reconstruction					
	Inter-Continental Const. Corp.....	Malbone St. to Church Ave.....	1/13/16	1,003,529 60	87
	American Bridge Co.....	Furnishing steel.....	11/13/15	84,000 00	100

\* Includes \$200,000 for real estate.

† Includes real estate.



NEW YORK MUNICIPAL LINES — *Concluded*

Sec.	Contractor	Limits	Contract Delivered	Time Expires	Amount of Bid	Per Cent of Value Done	Employees, Average (Daily)
<b>Libertan Cemetery Line</b>							
1	Cooper & Evans Company.....	Private right of way, Wyckoff Ave. to Fresh Pond Road	8/28/13	5/ 8/15	\$245,870 00	100	.....
2	F. W. Burnham.....	Private right of way, Fresh Pond Road to about 1,050 feet east of Fresh Pond Road	2/27/14	7/27/14	143,225 40	100	.....
	F. W. Burnham .....	Construction of stations.....	7/22/14	4 mos.*	134,354 00	100	.....
<b>Liberty Avenue Elevated Line</b>							
	Phoenix Bridge Company .....	Liberty Ave., from Borough line to Lefferts Ave., Queens Borough	2/ 9/14	2/ 9/15	707,661 00	100	.....
	P. J. Carlin Const. Co. ....	Construction of six stations on this line.....	1/ 6/15	6 mos.*	232,000 00	100	.....
<b>Myrtle Avenue Additional Tracks</b>							
	Phoenix Bridge Co. ....	Steel for additional tracks, Willoughby to Wyckoff Ave.	10/ 1/15	4/ 1/16	170,100 00	100	.....
	Assigned to Snares & Triest Co. ....	Erection of steel, etc., Willoughby Ave. to Palmetto St. and on Palmetto St., Myrtle Ave. to Cypress Ave.	1/15/16	10/15/16	352,511 25	99	5
<b>Myrtle Avenue-Broadway Connection</b>							
	Terry & Tench Co., Inc. ....	Myrtle Ave., Broadway to Willoughby Ave. and private right of way between Broadway and Myrtle Ave.	7/18/13	1/18/14	110,411 50	100	.....
<b>Fulton Street Additional Tracks</b>							
	Milliken Bros. ....	Steel for additional tracks, Nostrand Ave. to Sackman St.	3/20/14	1/ 5/15	466,800 00	100	.....
	Terry & Tench Co. ....	Erectors of above.....	6/16/14	6/16/15	462,871 50	100	.....
	John Thatcher & Son .....	Construction of stations.....	3/22/15	3 mos.*	258,664 00	100	.....
	American Bridge Co. ....	Steel for additional tracks, Nostrand Ave. to Cumberland St.	11/13/15	5/13/17	258,000 00	39.5	.....
<b>Broadway Elevated Line Additional Tracks</b>							
	McClintic-Marshall Co. ....	Steel for additional tracks, Havemeyer St. to Myrtle Ave.	8/14/14	4/14/15	193,000 00	100	.....
	Terry & Tench Co., Inc. ....	Havemeyer St. to Myrtle Ave.....	10/15/14	10/15/15	321,305 70	100	.....
	Lewis F. Shoemaker & Co. ....	Steel for additional tracks, Myrtle Ave. to Aberdeen St.	3/16/15	9/16/15	279,000 00	100	.....
	The Johnson-Gifford Co. ....	Myrtle Ave. to Aberdeen St.....	9/10/15	9/10/16	400,441 70	100	.....
	John Thatcher & Son .....	Construction of stations.....	9/ 7/16	3 mos.*	320,325 00	99.8	.....

Casaride Line Reconstruction			
John Thatcher & Son.....	Construction of stations.....	4/17/17	10/17/17
Roadway Const. Co.....	Track installation.....	4/17/17	8/17/17
		62,295 63	99
		19,578 65	100
Jamaica Avenue Elevated Extension			
1 Post & McCord, Inc.....	Green St. to Myrtle Ave.....	3/18/15	1/18/16
2 Connors Bros. Co.....	Myrtle Ave. to Chiffade Ave.....	11/15/15	9/15/16
P. J. Carlin Const. Co.....	Construction of 12 stations.....	6/29/16	5 mos.*
Lewis H. Woods.....	Track installation.....	7/ 5/16	.....
Peter Cleary.....	Station & Trainmen's Building, Puntine St.....	1/ 6/17	9/ 6/17
		734,340 00	100
		726,168 40	100
		280,700 00	99
		142,584 50	100
		79,500 00	100
Fresh Pond Road Yard — Installation of Tracks			
Charles A. Myers Contracting Co.....	Grading, tracklaying, etc.....	10/ 8/15	12/ 8/15
		17,123 48	100
East New York Yard and Additional Tracks			
Crenshaw Eng. & Const. Co., Inc.....	Construction of E. N. Y. additional tracks and reconstruction of yard.....	2/ 2/16	2/ 2/18
American Bridge Co.....	Steel for additional tracks.....	11/13/15	5/13/17
		888,000 00	100
			Amount of bid
			\$800,415 55

### TRACK MATERIALS FOR DUAL SYSTEM

#### Fourth Avenue and New Utrecht Avenue Lines

Indianapolis Switch and Frog Co.; Pennsylvania Steel Co.; Mangnese Steel Rail Co.; The Rail Joint Co.; Eastern Malleable Iron Co., Inc.; American Brake Shoe and Foundry Co.; Lackawanna Steel Co.; American Iron and Steel Mfg. Co.; The Creepcheck Co., Inc.; Herbert W. Lockwood; Elyria Iron and Steel Co.; Robert A. Kenasby Co.; Upper Hudson Stone Co.; National Lock Washer Co.; Ramapo Iron Works; The Vulcan Rail and Construction Co.; Bethlehem Steel Products Co.; The Rail Joint Co.; Central Foundry Co.; Dilworth, Porter & Co., Ltd.; J. H. Burton & Co.; Foran Foundry and Mfg. Co.

#### Order No. 3

Bethlehem Steel Products Co.....	Open hearth rails.....	Aug. 31, 1915	1,202,126 50
Mangnese Steel Rail Co.....	Mangnese rails.....	Sept. 9, 1915	259,106 60
The Rail Joint Co.....	Track rail splice bars.....	Sept. 1, 1915	187,106 00
Creepcheck Co., Inc.....	Anti-creepers.....	Aug. 31, 1915	35,174 70
Robert F. Horsey.....	Nut locks.....	Sept. 2, 1915	735 00
The Upper Hudson Stone Co.....	Ballast, Portion "A".....	Oct. 19, 1915	228,010 00
The Haverstraw Crushed Stone Co.....	Ballast, Portion "B".....	Oct. 21, 1915	26,325 00
Upper Hudson Stone Co.....	Ballast, Portion "C".....	Nov. 27, 1915	77,374 00
J. H. Burton & Co.....	Untreated ties and timber.....	Sept. 28, 1915	1,273,856 98
Long Leaf Pine Co., Inc.....	Treated ties and timber.....	Oct. 15, 1915	100,362 48
Q. & C. Co.....	Tie plates, Type "A".....	Oct. 5, 1915	9,957 73
Herbert W. Lockwood.....	Felt pads.....	Oct. 20, 1915	123,975 00
L. D. Rockwell.....	Tie plates, Type "B".....	Oct. 6, 1915	13,267 50
L. D. Rockwell.....	Tie plates, Type "C".....	Oct. 6, 1915	5,140 25

\* After structure is ready.

## TRACK MATERIALS FOR DUAL SYSTEM — Concluded

## Order No. 3 — Concluded

Herbert W. Lockwood.....	The plates, Type "D".....	Oct. 20, 1915	86,239 00
Ramapo Iron Works.....	The plates, Type "E-2," "W" and "X".....	Oct. 7, 1915	9,901 35
Herbert W. Lockwood.....	The plates, Type "E," "F," "G" and "H".....	Oct. 20, 1915	17,139 35
American Brake Shoe and Foundry Co.....	Cast iron.....	Oct. 1, 1915	10,528 47
Ramapo Iron Works.....	Special work.....	Oct. 1, 1915	54,949 00
Foran Foundry and Mfg. Co.....	Malleable iron.....	Oct. 6, 1915	36,118 07
American Iron and Steel Mfg. Co.....	Screw spikes and lag screws.....	Oct. 8, 1915	25,718 43
Herbert W. Lockwood.....	Cut track spikes.....	Oct. 20, 1915	34,338 40
Oliver Iron and Steel Co.....	Bolts and nuts.....	Oct. 15, 1915	117,910 73
<b>Additional Track Materials</b>			
William Wharton, Jr., & Co.....	Special Work Order No. 4.....	Oct. 7, 1915	41,907 00
Pennsylvania Steel Co.....	Special Work Order No. 5.....	Dec. 6, 1915	23,950 00
Ramapo Iron Works.....	Special Work Order No. 6.....	Jan. 27, 1916	46,165 00
Ramapo Iron Works.....	Special Work Order No. 7.....	June 22, 1916	85,889 00
Pennsylvania Steel Co.....	Special Work Order No. 8.....	Sept. 11, 1916	66,316 00
Ramapo Iron Works.....	Special Work Order No. 9.....	Oct. 25, 1916	29,859 00
Bethlehem Steel Products Co.....	Special Work Order No. 10.....	Oct. 25, 1916	11,427 00
Wm. Wharton, Jr. & Co., Inc.....	Special Work Order No. 11.....	May 21, 1917	34,136 60
Ramapo Iron Works.....	Special Work Order No. 12.....	May 3, 1917	37,205 00
Bethlehem Steel Products Co.....	Special Work Order No. 13.....	May 2, 1917	41,801 00
Upper Hudson Stone Co.....	Special Work Order No. 14.....	May 3, 1917	28,170 00
J. H. Burton & Co.....	Ballast Order No. 4.....	July 28, 1917	49,063 00
Upper Hudson Stone Co.....	Untreated Ties and Timber Order No. 4.....	July 6, 1917	47,800 00
New York Trap Rock Co.....	Portion D, Ballast Order No. 5.....	July 10, 1917	54,913 13
Bethlehem Steel Products Co.....	Portion E, Ballast Order No. 5.....	July 22, 1918	87,400 00
Wm. Wharton, Jr., & Co.....	Special Work Order No. 16.....	July 22, 1918	13,505 00
Wm. Wharton, Jr., & Co.....	Special Work Order No. 17.....	Jan. 29, 1919	28,661 00
American Cresscoting Co.....	Special Work Order No. 17.....	Mar. 6, 1919	24,240 00
New York Trap Rock Corporation.....	Treated Ties Order No. 5.....	Mar. 6, 1919	26,320 00
New York Trap Rock Corporation.....	Portion K, ballast.....	.....	42,412 00
New York Trap Rock Corporation.....	Portion L, ballast.....	.....	85,500 00
New York Trap Rock Corporation.....	.....	.....	24,050 00

## GRADE CROSSING ELIMINATION

Attention is again called to the necessity of resuming actively the work of the elimination of the dangerous railroad grade crossings within the First District. The Commission pointed out in the last two annual reports the practical difficulties in the way of making material progress in this work during the period of the war. The impossibility of obtaining necessary materials or the labor to prosecute the work properly was a matter of common knowledge. In addition, a ruling was made by the Director General of Railroads deferring all proposed capital expenditures except those vitally necessary. The Commission held that, except during such a national emergency as was created by a state of war, the removal of dangerous grade crossings is a necessity in the interest of public safety. As war requirements, however, demanded that all possible energy be expended in the interest of the Government, the grade crossing work was temporarily set aside.

Now, however, the war emergency having passed, the United States Railroad Administration has declared in favor of the resumption of railroad improvements, and has indicated that the mere fact that the work will prove costly on account of prevailing prices shall not stand in the way of the prosecution of necessary improvements. It appears that the railroads will soon be returned by the Railroad Administration to private ownership, and in such case the direct relationship between the railroad companies and the State, which during the period of Federal administration was in some measure lost, will be re-established.

In view of these facts, the Commission again urges upon your Honorable Body that the necessary funds be provided to meet the State's one-fourth share of such grade crossing problems as demand most immediate solution. It is requested that there be appropriated by the Legislature the sum of \$250,000 to be added to, and used in connection with, the previous appropriations and other funds which have been set aside for grade crossing removal. An appropriation of \$250,000 will at once make available a total of \$1,000,000 to be devoted to this purpose as the railroad corporation involved in any particular grade crossing case must pay one-half of the cost, while the remainder is divided, share and share

alike, in the First District, between The City of New York and the State of New York.

There is a particular urgency in this request. If the appropriation asked for be granted, the Commission will be in a position to institute proceedings for the elimination of 21 exceedingly dangerous grade crossings within the city limits, on the Atlantic division of the Long Island Railroad. The particular situation in respect of these crossings was explained at length in last year's report, but it may be well to review briefly what was then said. In the Boroughs of Brooklyn and Queens there are 21 grade crossings between the section of Brooklyn known as East New York and Jamaica, on the Atlantic division of the Long Island Railroad. This division extends from the Flatbush Avenue terminal in Brooklyn to Jamaica, where it connects with other lines of the same system. The traffic over the division is very heavy, and there is not the slightest reason to believe that it will grow less as the years advance. As a matter of fact, it is likely to increase very considerably. The terminal at Flatbush avenue is one of the greatest three or four in the country from the standpoint of passenger traffic handled. Throughout many hours of each day trains are operated over the Atlantic division on what is commonly termed a rapid transit headway, namely, only two or three minutes apart. Serious consideration has been given to the proposal of placing the service on this line upon a straight headway basis, that is, operation of the trains upon a two- or three-minute headway throughout practically the entire day. That it will be necessary to take such a step within a few years is generally acknowledged.

The sections adjacent to this line of railroad are growing rapidly as residential districts. With such growth, highway traffic has also greatly increased. Several important automobile routes cross this line of railroad, and the traffic over them, especially on holidays and Sundays, is very heavy. Many of the streets which approach the railroad line at right angles are not carried across the tracks, which results in an important diversion of traffic to such highways as do cross the tracks, thereby adding greatly to the congestion at such points. With the exception of a few freight trains operated by steam, practically the entire service over this line consists of passenger traffic on electric trains operated at high

speed. When it becomes necessary to install headway service it will be absolutely essential to have the grade crossings removed, to protect pedestrian and vehicular traffic and prevent serious casualties.

An estimate of the cost of the work above mentioned has been made. As prices at present range it will probably be in the neighborhood of \$4,000,000, of which the State's one-fourth share would be \$1,000,000, or four times the amount of the appropriation requested. The magnitude of the work is such that the Commission does not feel that it should be begun until such time as an amount sufficient to carry out at least one-fourth of it is in sight. It would be far better, in fact, if your Honorable Body could find its way clear to make at one time substantially a complete appropriation of the amount estimated as required to meet the State's share of this work.

There still exist within the City of New York about 400 crossings at grade of high-speed railroads. Each year, with the continuing growth of population, these crossings become a greater menace. Some of them exist along the line of the New York Central Railroad, on its so-called West Side tracks. It is assumed that such crossings will be removed under the general plans of the West Side improvement contemplated by this Commission, as authorized by Chapter 719 of the Laws of 1917. The Commission is now proceeding to carry out, with such facilities as it has available, the duties imposed by that act. A number of studies and surveys of the land have been made and drawings have been prepared in conformity with the studies and the surveys. The Commission has, however, now reached a point in the development of this work where its office and field forces must be increased and additional provisions made for carrying out the work.

Every resident of New York City is thoroughly familiar with the seriousness of the problem and of its magnitude. If it is to be comprehensively handled, ample provision must be made so that the work can be carried forward properly. In view of the special circumstances surrounding this particular situation, the Commission may make special recommendations in a later communication to your Honorable Body.

In addition to a new appropriation of \$250,000 for the work in Queens, the Commission requests the Legislature to reappropriate such remainders as are still unexpended of previous appropriations and which have been assigned to proceedings for grade crossing removal other than on the Atlantic division of the Long Island Railroad. No new appropriation has been made since 1917. In all, since the establishment of the Commission in 1907, \$950,000 has been appropriated to cover the State's one-fourth share of the cost of eliminating grade crossings. This total comprises appropriations of \$250,000 each, made in the years 1910, 1911 and 1917, with an appropriation of \$200,000 in the year 1915.

As stated above, the war ruling of the Director General of Railroads against capital expenditures has until recently continued to govern the grade crossing removal problem, with the exception that in a few instances, where work was in progress at the beginning of the war, the Commission deemed it advisable that such work should be advanced to completion, from the standpoints both of economy and of safety. Except where conditions seemed especially urgent no new work was attempted. The following is a brief summary of work either practically completed, actively in progress or about to be instituted:

*Case No. 2006.*— This proceeding involves the widening and lengthening of the bridge at Gun Hill road, over the tracks of the New York Central Railroad. Work was started in August, 1918, and carried on in connection with rapid transit work instituted by The City of New York. Completion approaching.

*Case No. 2123.*— Third Avenue and 189th Street crossing of New York Central Railroad tracks. Detail plans have been submitted and approved. Property condemnation proceedings have been instituted.

*Case No. 2253.*— This case covers the construction of a highway viaduct over the tracks of the New York Central Railroad and of the New York, New Haven and Hartford Railroad at 238th street. Consideration is now being given to the most suitable type of structure to be erected.

*Case No. 2130.*— An order issued by the Commission on August 15, 1919, made provision for the depression of Virginia avenue, Rosebank, Borough of Richmond, allowing an under-clearance of

14 feet beneath the tracks of the Staten Island Rapid Transit Railway. The present under-clearance of eight feet is deemed insufficient and unsafe. The State's share of the cost is estimated at \$4,010. It is expected work will soon begin.

*Case No. 2390.*— The final order was issued on August 1, 1919, to provide an overhead foot-bridge at Card place, Borough of Queens, across the tracks of the Long Island Railroad. Detail plans have been submitted to the Commission and approved. The application was made by The City of New York.

*Case No. 2434.*— The City of New York made application to the Commission for a determination as to the manner in which Roach place, Borough of Queens, shall cross the tracks of the Long Island Railroad. An order has been issued calling for the construction of a steel and wood foot-bridge, to cost \$2,500.

*Case No. 2300.*— As the result of an application by The City of New York in 1918, the Commission issued an order providing for the construction of a foot subway beneath the tracks of the Long Island Railroad at 84th street, Borough of Queens. The railroad company, however, objected to the determination and has notified the Commission that it proposes to appeal from the Commission's order.

*Case No. 2271.*— Early in 1918, following hearings, the Commission gave its approval to an application made by two manufacturing companies for the establishment of a private crossing at River avenue, Borough of Queens, across the tracks of the Montauk division of the Long Island Railroad. The crossing was desired to facilitate traffic to and from the plants of these two companies. The continuance of the crossing was made contingent upon the providing of means of access from the east. The crossing has been constructed, and in the present year satisfactory access, as called for in the order, was provided.

*Case No. 2169.*— There is involved in this proceeding a proposal for the elimination of 16 grade crossings on the North Side division and on the Whitestone branch of the Long Island Railroad in the Borough of Queens. If a proposal which has for some time been under consideration, involving an agreement between the City and the railroad company to provide for the lease of the railroad tracks as an extension of the Corona Rapid Transit line,



be effected, the removal of these crossings will become essential. An agreement between the City and the operating companies has not yet been reached upon the subject of this proposed lease, and in the meantime the grade crossing elimination proceedings are *in statu quo*.

*Other Cases.*— The Commission has issued final orders in several cases enumerated in the following paragraph, but for one reason or another, principally on account of causes arising from the war, work has not yet actually begun:

Elimination of five grade crossings on the Main line of the Long Island Railroad, in the vicinity of the station at Queens; elimination of six grade crossings in the Borough of Richmond, on the Staten Island Railway, at Princes Bay and Pleasant Plains; East 241st street to be carried across the tracks of the New York Central Railroad and of the New York, New Haven and Hartford Railroad; elimination of ten dangerous grade crossings on the Long Island Railroad at Far Rockaway, Borough of Queens.

The order in the case last named provided for the depression of the railroad tracks so as to cause little or no change in the street grade. The railroad company, however, has recently informed the Commission that if a depressed structure is insisted upon it will seek a court review of the Commission's order. It has announced, however, that it stands ready to provide its share of the cost of construction of an elevated structure, not only for the elimination of the crossings as established by the order, but for additional crossings as well.

In addition to the above, the Commission has made several determinations as to the manner in which new streets shall cross railroads, as provided by the Railroad Law. The expense of such construction of new streets across railroads is borne one-half by the railroad concerned and one-half by The City of New York, no funds of the State being utilized for this purpose. In several cases in which determinations have been made, the actual beginning of work has been temporarily deferred, owing to inability to obtain materials and labor during the war exigency. With the improvement in these conditions it is expected that some work of this nature will be begun in the near future.

The Commission is pleased to report that considerable progress has been made, under the amendment made to the law by your Honorable Body, being Chapter 438 of the Laws of 1919, relative to warning signs at railroad crossings. This bill was introduced at the request of the Commission, in accordance with a plan for nation-wide uniformity in the protection of railroad grade crossings, as approved by the National Association of Railway and Utilities Commissioners. This amendment provided that the authorities charged with the duty of maintaining highways where crossed by a railroad shall install and maintain approach warning signs at each such grade crossing, at a distance from the crossing of not less than 300 feet on each side, and that the railroad companies shall furnish signs as specified in the law. The Commission has power to determine the exact location of the signs and to exact obedience to the provisions of the amendment. The Commission is informed that in some instances the approach warning signs have already been installed and that the railroads within its jurisdiction are generally making preparations to furnish the signs by March 1, 1920, as contemplated by the law.

### EXISTING CROSSINGS

At the end of the year 1919, the existing grade crossings in the city, divided by boroughs and railroad companies, were as follows:

GRADE CROSSINGS IN THE CITY, 1919

BOROUGH	Public	Private	Total
Manhattan.....	106	.....	106
Brooklyn.....	45	..... 3	48
The Bronx.....	2	.....	2
Queens.....	147	..... 15	162
Richmond.....	79	..... 29	108
<b>Totals.....</b>	<b>379</b>	<b>47</b>	<b>426</b>

## GRADE CROSSINGS BY RAILROADS, 1919

COMPANY	MANHATTAN		BROOKLYN		THE BRONX		QUEENS		RICHMOND		TOTAL	
	Public	Private	Public	Private	Public	Private	Public	Private	Public	Private	Public	Private
New York Cen. R. R.	100				2						102	
Balt. & Ohio R. R.	1										1	
Lehigh Valley R. R.	2										2	
Erie R. R.	1										1	
Pennsylvania R. R.	2										2	
Long Island R. R.			30	2			147	15			177	17
E. R. Terminal R. R.			12								12	
N. Y. Dock Ry.			3	1							3	1
Staten Island Ry.									39	16	39	16
Staten Is. R. T. Ry.									40	13	40	13
Total.....	106		45	3	2		147	15	79	29	379	47

The following tables show the number of persons killed and also the number injured at the various grade crossings located in the First District, divided as to railroad companies, for each year from 1908 to 1919, inclusive:

## GRADE CROSSING ACCIDENTS IN WHICH PERSONS WERE KILLED OR INJURED

COMPANY	KILLED												
	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	
New York Central R. R. ....		1	1	4	1	1		3				3	
Long Island R. R. ....	15	12	13	24	7	8	6	5	3	3	13	7	
Staten Island R. T. Ry. ....		1	4	1		2	5	3	1	2	2	1	
New York Con. R. R. ....		5	6	1	2	2	2	1	2	1	2		
Totals .....	21	23	16	30	10	13	13	12	6	6	17	11	
COMPANY	INJURED												
	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	
New York Central R. R. ....	11	5	2	6	2	5	5	4	6	4	4	4	
Long Island R. R. ....	13	10	19	11	6	7	9	11	4	5	12	5	
Staten Island R. T. Ry. ....	2	4	9	8	4	5	6	1	3	21	4	4	
New York Con. R. R. ....	15	16	2	3	2	1	6	6	5	5	3	3	
Totals .....	41	35	32	28	14	18	26	22	18	35	23	16	

## REGULATION OF TRANSPORTATION CORPORATIONS

At the close of the year there were under the jurisdiction of the Commission 104 corporations, 75 being operating and 29 lessor companies. The total is the same as that for 1918. These companies include common carriers, and light, heat and power companies. Some supervision is also exercised over a few dormant inchoate corporations which still maintain a corporate existence.

In connection with certain special matters, principally relating to features of operation, as, for instance, accident reports and locomotive boiler inspection, some trunk line railroads entering The City of New York and some holding companies are to a limited extent under the jurisdiction of the Commission.

Of the total of 104 corporations, transportation companies form the largest number, namely, 73, divided as follows: 58 street and electric railroad companies, 11 steam railroads, 2 baggage transfer companies and 2 stage-coach companies. The companies appearing in the light, heat and power classification include 16 gas companies, 3 gas-electric companies, 9 electric light and power companies, 2 electric conduit companies and 1 steam company. While the total number of corporations remains unchanged from 1918, the number of street and electric railroads was decreased by one, through the disappearance of the Central Crosstown Railroad Company, as a result of the foreclosure of a mortgage. The number of steam railroads was increased by one, namely, the New York Connecting Railroad Company, which was completed during the year. The figures given above reflect the situation at the end of the fiscal year, June 30. During the remainder of the calendar year a number of important changes occurred, particularly as a result of the serious situation confronting the street railroad lines, resulting in the disappearance of several companies and the appearance of several operating companies not recently listed as such. These new operating companies were formerly parts of systems now in receivers' hands and undergoing disintegration by orders of the Federal Court. These more recent changes, which include the cessation of operation by the Mid-Crosstown Railway Company, Inc., the Brooklyn and North River Railroad, the Pelham Park and City Island Railroad Company, Inc., and the taking over of their own lines by the Eighth Avenue and Ninth Avenue Railroad Companies and the Brooklyn City Railroad Company, and the separate operation of those lines, will be treated more fully in the report for 1920.

The capitalization of all companies includes capital stock and bonds at face value plus such certificates of indebtedness to a controlling corporation as have become relatively permanent, irre-

spective of nominal maturity. The total amount of such capitalization for the last fiscal year was \$1,716,162,100 or, with the exclusion of the duplications caused by intercorporate holdings, a net figure of \$1,511,503,046, an increase in the net figure of \$121,222,472 over 1918. Of the net total, \$1,212,745,703 represents net capitalization of common carriers and \$298,757,343 net capitalization of light, heat and power companies. Of the total duplication of about \$204,000,000, about \$60,000,000 is in the security lists of common carriers, and \$144,500,000 in the lists of the light, heat and power corporations.

An appended summary gives the list of each class of corporations and the capitalization in each class, both inclusive and exclusive of such duplications. In this summary The City of New York is treated as a proprietary street railroad corporation and is represented by \$192,000,000 of securities, the approximate amount in city bonds issued for construction of subways placed in operation prior to June 30, 1919. This is an increase of \$56,574,275 over the preceding year.

The street railroad corporations added approximately \$34,700,000 to outstanding capitalization, the most important changes having been an increase of \$39,507,000 by the Interborough Rapid Transit Company, and a decrease of \$3,960,000 due to the disappearance of the Central Crosstown Railroad Company, to which reference has already been made. The completion of the New York Connecting Railroad added nearly \$30,000,000 to the capitalization total. The only noteworthy capitalization change among light, heat and power companies consisted of new security issues by the Empire City Subway Company amounting to \$1,566,000.

The following table gives the capitalization of the various public service corporations:

## NUMBER AND CAPITALIZATION OF PUBLIC SERVICE CORPORATIONS

	No. of companies	Capitalization
Street and electric railroads.....	58	\$1,114,679,280
Steam railroads.....	11	156,816,216
Baggage and transfer companies.....	2	1,130,000
Stage-coach corporations.....	2	230,800
All common carriers.....	73	1,872,856,296
Same, excluding duplications.....		1,812,745,708
Gas companies.....	16	248,495,747
Gas-electric companies.....	3	5,814,500
Electric light and power companies.....	29	157,685,101
Electric conduit companies.....	2	21,156,000
Steam companies.....	1	10,154,456
Total light, heat and power.....	31	443,306,804
Same, excluding duplications.....		298,757,343
Grand total.....	104	\$1,716,162,100
Grand total, excluding duplications.....		1,511,503,046

<sup>1</sup> Common carriers as of June 30, 1919, with exception of steam railroads, which are as of Jan. 1, 1919, the date of the data relative to gas and electric companies. Steam supply company as of April 30, 1919.

<sup>2</sup> Richmond Light & Railroad Co. is here treated as a street railway company and omitted from the electrical companies.

## COMMON CARRIERS

The total capitalization of the 73 common carriers, that is, their stocks and bonds outstanding at the beginning of 1919, was \$1,272,856,296 (including duplications due to intercorporate holdings), an increase of \$562,453,836 over the outstanding securities of the common carrier corporations which came under the jurisdiction of the Commission upon its establishment in 1907. The capitalization at the beginning of 1919 is compared with that of 1907 in the following summary:

	1907	1919
Street and electric railroads....	\$672,785,000	\$1,114,679,280
Steam railroads .....	36,617,460	156,816,216
Baggage and transfer companies. ....		1,130,000
Stage-coach companies .....		230,800
Totals .....	\$710,042,460	\$1,272,556,296

The following tables give the details by companies of the capitalization of transportation corporations as of the fiscal year ended June 30, 1919:

**CAPITALIZATION AND REVENUE OF TRANSPORTATION COMPANIES REPORTING TO THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT**  
Year Ended June 30, 1919

COMPANY (Names of lessor companies are indented)	Capitalization in stocks and long-term debt <sup>1</sup>	Number of passengers (cash fares)	Total operating revenues
<b>STREET RAILWAYS</b>			
<i>Elevated or Underground</i>			
Interborough Rapid Transit Company.....	\$235,092,000	809,335,658	\$43,207,209 83
Rapid Transit R. R. (City of New York)...	\$115,000,000	461,147,058	24,632,207 96
Manhattan Railway Co.....	105,208,000	348,188,600	18,575,001 87
Hudson & Manhattan R. R. Co.....	122,860,183	86,050,815	7,392,261 11
<i>Brooklyn Rapid Transit</i>			
New York Consolidated R. R. Co.....	56,521,794	305,021,402	15,667,098 37
New York Municipal Ry. Corp.....	60,892,384		
Rapid Transit R. R. (City of New York)...	\$77,000,000		
Brooklyn Heights R. R. Co., The.....	13,822,650	171,385,494	8,621,560 27
Brooklyn City R. R. Co., The.....	18,925,000		
Bridge Operating Co.....	100,000	13,227,905	222,326 90
Brooklyn, Queens County & Sub. R. R. Co.	11,305,566	26,859,162	1,356,871 11
Coney Island & Brooklyn R. R. Co., The...	9,306,398	37,713,088	1,871,734 97
DeKalb Ave. & North Beach R. R. Co...	30,614		
Coney Island & Gravesend Ry. Co.....	2,987,000	1,846,764	91,802 60
Nassau Electric R. R. Co., The.....	35,797,115	99,222,186	4,965,758 83
South Brooklyn Railway Co.....	3,376,570	6,715,812	845,497 96
Prospect Park & Coney Island R. R. Co...	1,630,500		
New York & Coney Island R. R. Co., The...	100,000		
Prospect Park & South Brooklyn R. R. Co.	50,000		
<i>Manhattan Surface Roads</i>			
New York Railways Co.....	76,268,087	237,488,065	11,863,601 14
Bleecker St. & Fulton Ferry R. R. Co....	1,600,000		
Broadway & Seventh Ave. R. R. Co.....	11,750,000		
Christopher & Tenth St. R. R. Co., The...	880,000		
Eighth Avenue Railroad Co.....	1,750,000		
Ft. George & Eleventh Avenue R. R. Co...	3,000,000		
Forty-second St. & Grand St. Fy. R. R. Co., The.....	748,000		
New York & Harlem R. R. Co.....	\$2,500,000		
Ninth Avenue Railroad Co., The.....	800,000		
Sixth Avenue Railroad Co.....	2,000,000		
Thirty-fourth St. Crosstown Ry. Co.....	2,000,000		
Twenty-third Street Ry. Co.....	2,500,000		
Second Ave. R. R. Co. in the City of N. Y., Reer.....	{ 3,229,000 }	17,200,661	842,749 71
Brooklyn & North River R. R. Co., The...	100,000	5,340,619	193,331 48
Third Avenue Railway Co., The.....	66,116,500	46,501,069	3,884,895 16
Kingsbridge Railway Co.....	2,257,392		
Dry Dock, E. B'way & Battery R. R. Co...	3,978,200	8,781,232	528,551 32
42d St., Manh. & St. Nich. Ave. Ry. Co., The	11,602,152	33,792,901	1,705,121 07
Third Avenue Bridge Co.....	112,908		
Belt Line Railway Corporation, The.....	2,557,091	18,258,440	563,719 39
Mid-Crosstown Railway Co., The.....	150,000	722,122	36,781 10
<i>Bronx Surface Roads</i>			
N. Y. City Interborough Ry. Co.....	7,171,358	14,520,820	709,246 84
Pelham Park & City Island Railway Co., Inc.	74,545	375,753	19,012 65
Southern Boulevard R. R. Co., The.....	686,472	4,464,100	224,847 48
Union Railway Co. of New York City.....	8,715,064	51,523,009	2,768,048 33
Bronx Traction Co., The.....	770,437		
Westchester Electric R. R. Co., The.....	3,142,161	9,922,579	623,005 15

<sup>1</sup> Includes notes, interest-bearing construction advances and matured funded debt held by system companies.

<sup>2</sup> Consisting of \$54,847,725.00 for the original subway, Contracts 1 and 2, and \$60,152,275.00 estimated capitalization of the portion of new subways in operation June 30, 1919.

<sup>3</sup> Includes \$1,759,003.86 revenue from auxiliary operations, consisting of rent from Hudson Terminal Buildings, etc.

<sup>4</sup> Estimated capitalization of the portion of new subways in operation, June 30, 1919.

<sup>5</sup> One-fourth of the entire capital stock is estimated to represent this company's street railway, which is excluded from mortgage securing its bonds.

<sup>6</sup> Capitalization of the corporation (as of June 30, 1918) and of the receiver are both shown here. The amount in the brackets is composed of \$89,000 debenture bonds matured and unpaid and \$3,140,000 receiver's certificates.

CAPITALIZATION AND REVENUE OF TRANSPORTATION COMPANIES — *Concluded*

COMPANY (Names of lessor companies are indented)	Capitalization in stocks and long-term debt <sup>1</sup>	Number of passengers (cash fares)	Total operating revenues
<i>Queens Surface Roads (excl. B. R. T.)</i>			
New York & Queens County Railway Co. . . . .	\$8,920,806	20,490,616	\$1,044,324 43
Long Island Electric Railway Co. . . . .	1,320,000	4,166,612	237,287 44
New York & Long Island Traction Co., The	2,000,000	9,916,443	566,163 28
Ocean Electric Railway Co. . . . .	300,177	3,439,412	174,684 64
New York & North Shore Traction Co., The	1,749,350	2,716,602	157,705 40
Manhattan & Queens Traction Corporation.	<sup>2</sup> 1,170,000	5,993,890	270,150 12
<i>Richmond and Other Surface Roads</i>			
Richmond Light & Railroad Co. . . . .	5,091,750	9,623,672	491,577 63
Staten Island Midland Railway Co. . . . .	2,081,000	6,018,114	307,534 04
Southfield Beach Railroad Co. . . . .	250,000	816,427	16,870 60
Manhattan Bridge Three-Cent Line . . . . .	450,000	5,917,203	153,110 78
Bush Terminal Railroad Co. . . . .	356,045	39	252,943 17
Van Brunt St. & Erie Basin R. R. Co., The.	231,000	2,885,727	71,169 37
Marine Railway Co., The. . . . .	50,000	188,211	9,515 85
All companies. . . . .	<sup>3</sup> \$922,679,280	2,079,942,393	\$111,957,579 02
City of New York. . . . .	192,000,000		
Total. . . . .	<sup>4</sup> \$1,114,679,280		
<i>STAGE COACH CORPORATIONS</i>			
City Island Motor Bus Co. (Inc.). . . . .	\$5,800	<sup>10</sup> 495,440	\$83,600 81
Fifth Avenue Coach Company. . . . .	225,000	36,488,447	3,742,696 91
Total. . . . .	\$230,800	36,983,887	\$3,826,357 72
<i>BAGGAGE AND TRANSFER COMPANIES</i>			
New York Transfer Co. . . . .	\$480,000		\$445,425 22
Westcott Express Co. . . . .	650,000		906,020 38
Total. . . . .	\$1,130,000		\$1,351,445 60
<i>STREAM RAILROADS <sup>5</sup></i>			
Brooklyn Eastern District Terminal. . . . .	\$115,250		\$866,792 50
Degnon Terminal Railroad Corporation. . . . .	25,660		9,719 59
Jay Street Connecting Railroad. . . . .	20,000		82,430 92
New York Dock Railway. . . . .	453,409		497,576 33
New York Connecting R. R. Co., The. . . . .	27,067,500		N. R.
Staten Island Rapid Transit Ry. Co., The..	6,075,000	9,269,902	1,934,751 06
Staten Island Railway Company. . . . .	1,687,472	Lessor Company	
Glendale & East River R. R. Co. . . . .	184,086		
New York & Rockaway Beach Ry. Co. . . . .	2,964,000	Lessor companies not operated by First District corporations	
New York, Bklyn. & Manh. Beach Ry. Co.	2,726,000		
Pennsylvania Tunnel & Terminal R. R. Co.	115,477,838		
Total <sup>11</sup> . . . . .	\$156,816,216		\$3,391,270 40

<sup>1</sup> Includes notes, interest-bearing construction advances and matured funded debt held by system companies.

<sup>2</sup> Includes a note for \$1,150,000.

<sup>3</sup> Includes \$60,110,593 intercompany holdings; also \$11 for the sum of the cents omitted from the individual items.

<sup>4</sup> Figures for the year ended December 31, 1918, unless otherwise indicated.

<sup>5</sup> Includes 162 not reported in 1916-1917.

<sup>11</sup> Includes \$1 for the sum of cents omitted from the individual items.

Statistics of the results of street railway operations for each year from July 1, 1907, to June 30, 1919, are given in the following comparative summary tables:



COMPARATIVE SUMMARY OF STREET RAILWAY OPERATIONS FOR EACH YEAR, JULY 1, 1907, TO JUNE 30, 1919  
*Includes all companies operating surface, elevated or underground lines in the City of New York, with the exception of the Yonkers Railroad Company. Statistics applicable to a single date refer to June 30, the close of the fiscal year.*

Item	1908	1909	1910	1911	1912	1913
Operating companies.....	29	33	34	36	36	36
Length of line (miles).....	739	749	767	795	802	807
Length of line (miles).....	1,541	1,561	1,595	1,646	1,666	1,685
Passenger cars.....	10,986	11,356	11,344	11,617	11,685	11,674
Officers and employees.....	40,501	36,800	37,339	39,937	39,275	40,713
Total salaries and wages.....		\$26,049,275	\$26,990,702	\$28,632,580	\$29,081,591	\$29,590,054
Passenger car miles (active).....	*271,924,024	*270,394,665	280,200,140	295,943,623	309,168,327	311,474,273
Increase per cent.....	8.33	Decr. 0.57	3.62	5.62	4.47	0.75
Revenue car miles.....	272,778,412	271,021,217	285,007,367	301,183,382	315,774,404	318,395,376
Increase per cent.....	1.277	1.078	1.064	1.153	1.181	1.219
Number of transfer points.....	359,827,602	314,340,221	327,410,218	318,902,033	333,787,138	338,223,267
Transfers collected.....	1,358,000,407	1,402,417,642	1,531,262,914	1,603,901,397	1,680,913,935	1,769,876,598
Passenger fares — number.....	3,710,384	3,842,240	4,195,241	4,394,234	4,592,661	4,848,977
Daily average.....	\$67,126,122	\$69,592,459	\$75,973,728	\$79,561,934	\$83,684,799	\$87,718,359
Passenger fares — amount.....	3.03	3.67	9.17	4.72	5.18	4.82
Increase per cent.....						
Total transportation revenue.....	\$67,579,132	\$69,979,963	\$76,394,609	\$80,997,804	\$84,275,274	\$88,353,274
Total operating revenue.....	69,026,613	72,282,014	79,593,910	83,751,415	88,242,144	92,141,605
Total operating expenses.....	42,348,236	42,778,270	43,586,932	45,993,964	47,457,562	48,244,147
Increase per cent.....	15.72	1.02	1.89	5.52	3.25	1.59
Per cent of revenue.....	61.35	59.18	54.76	54.92	53.82	52.36
Taxes.....	\$4,340,228	\$4,992,677	\$5,148,324	\$5,495,881	\$5,803,790	\$6,095,580
Street railway operating income.....	22,338,149	24,511,067	30,858,654	32,261,570	34,950,792	37,801,938
Other income.....	1,714,600	1,931,433	1,964,943	2,101,693	3,775,967	3,768,925
Gross income applicable to corporate and leased properties.....	24,052,749	26,462,500	32,823,597	34,363,263	38,726,759	41,570,863
Interest, rents, etc.....	21,396,984	120,102,035	23,263,781	24,192,189	26,633,118	29,341,592
Net corporate income.....	2,665,765	6,360,465	9,559,816	10,171,074	12,073,641	12,229,271
Income.....		138.8	60.30	6.39	18.71	1.39
Accumulated surplus.....	—10,271,726	14,794,458	9,865,527	14,855,186	12,700,000	17,239,496
Per revenue car mile (cents):						
Operating revenue.....	25.31	26.67	27.93	27.81	27.95	28.94
Operating expenses.....	15.52	15.78	15.29	15.27	15.04	15.15
Net revenue before taxes, etc.....	9.79	10.89	12.64	12.54	12.91	13.79

\* Includes mileage of special or chartered cars and mileage of regular cars between car houses and initial route terminal ("idle mileage") excluded in other years.  
 † Insolvency and default of interest by Manhattan surface company explain reduction in fixed charges in 1909. The deficit of 1908 was changed to a surplus when the insolvent New York City Railway Company, which owned railway property in Westchester county, but none in New York City, abandoned the lease of the Metropolitan Street Railway and ceased to report. Its deficit amounted to more than \$12,000,000.

COMPARATIVE SUMMARY OF STREET RAILWAY OPERATIONS FOR EACH YEAR, JULY 1, 1907, TO JUNE 30, 1919 — Concluded  
*(Includes all companies operating surface, elevated or underground lines in the City of New York, with the exception of the Yonkers Railroad Company. Statistics applicable to a single date refer to June 30, the close of the fiscal year)*

ITEM	1914	1915	1916	1917	1918	1919 (Provisional)
Operating companies.....	36	36	36	36	36	36
Length of line (miles).....	812	822	827	832	861	867
Length of all tracks (miles).....	1,706	1,730	1,776	1,840	1,866	1,929
Passenger cars.....	11,895	11,885	12,418	12,583	12,776	13,035
Officers and employees.....	39,538	40,936	40,478	45,702	43,528	—
Total salaries and wages.....	\$31,505,529	\$32,770,410	\$34,183,166	\$35,589,541	\$42,839,065	—
Passenger car miles (active).....	312,860,190	318,973,588	328,585,401	321,438,668	322,957,220	324,938,289
Increase per cent.....	0.45	328,709,172	3.01	Deer. 2.17	0.47	3.71
Revenue car miles.....	320,346,358	328,709,172	335,986,610	328,208,948	329,538,714	341,342,283
Transfers collected.....	345,261,963	359,048,154	364,219,050	327,753,016	320,419,738	283,988,420
Passenger fares — number.....	1,813,204,356	1,807,632,726	1,806,735,615	1,918,812,229	1,975,511,789	2,079,764,393
Daily average.....	4,967,683	4,952,418	5,187,802	5,257,020	5,412,361	5,697,957
Passenger fares — amount.....	\$89,361,262	\$88,733,012	\$93,176,216	\$94,550,916	\$97,394,225	\$103,199,657
Increase per cent.....	1.87	Deer. 0.85	4.95	1.48	3.01	5.96
Total transportation revenue.....	\$90,056,452	\$89,535,399	\$93,791,891	\$95,202,877	\$97,940,168	\$103,910,251
Total street railway operating revenue.....	94,155,521	93,644,428	98,628,185	100,185,796	103,499,463	110,191,682
Total street railway operating expenses.....	50,117,712	50,324,095	52,038,312	55,960,722	60,690,503	75,945,713
Increase per cent.....	3.88	0.41	3.41	7.54	8.45	25.14
Per cent of revenue.....	53.22	53.74	52.76	55.86	58.64	68.92
Taxes.....	\$5,895,936	\$5,811,290	\$6,238,461	\$7,185,113	\$8,232,851	\$7,909,679
Street railway operating income.....	38,141,874	37,509,043	40,351,412	37,039,961	34,576,110	26,336,291
Other income.....	4,115,719	4,312,452	4,361,510	4,241,865	4,188,777	4,247,358
Gross income applicable to corporate and leased properties.....	42,257,593	41,821,496	44,732,922	41,281,826	38,764,887	30,583,649
Interest, rents, etc.....	30,407,608	30,320,339	32,380,484	31,823,940	33,498,350	38,667,469
Net corporate income.....	11,849,985	11,501,157	12,352,438	9,457,886	5,266,536	38,083,820
Increase per cent.....	Deer. 3.10	Deer. 2.95	7.40	Deer. 23.43	44.32	—
Accumulated surplus.....	\$18,565,173	\$18,684,385	\$19,724,966	\$14,676,495	\$13,643,601	Def. 857,920
Per revenue car mile (cents):						
Operating revenue.....	29.39	28.66	29.36	30.53	31.41	32.28
Operating expenses.....	15.64	15.40	15.49	17.05	18.42	22.25
Net revenue before taxes, etc.....	13.75	13.26	13.87	13.48	12.99	10.03

## TRANSPORTATION STATISTICS

Some idea of the vastness of the transportation problem in New York City may be gained from a perusal of the statistics for the last fiscal year, in comparison with similar figures for past years. The street railroads of New York City, which include elevated, subway and trolley lines but do not include steam railroad or bus lines, in the fiscal year ended June 30, 1919, carried the enormous total of more than 2,000,000,000 passengers — in exact figures, 2,079,942,604, the largest figure in history. The increase for the fiscal year 1919 over the fiscal year 1918 was 104,430,815 — with but two exceptions the greatest single increase in any one year. In the year 1910 the greatest increase was recorded — approximately 129,000,000. The year 1906 was another period of great growth, when the traffic figures were nearly 121,000,000 higher than those of the previous year.

Traffic is increasing by leaps and bounds, and there is a danger that new facilities cannot be provided sufficiently fast to keep up with it. The greatest increase is shown on subway lines. Already new facilities of this type, constructed by The City of New York and placed in operation within the last three or four years, are now being taxed toward the limit of capacity, which will undoubtedly be reached within a relatively short period of years. It has been estimated that four subway systems of the size of the present Interborough system would be required in order to provide a seat for every passenger in the rush hours. Those to whom the tremendous transportation problem of New York City is a matter of every-day thought are already giving consideration to the provision of additional facilities in the near future. With the growth in traffic there is also an increase in the length of haul, which in no way mitigates the problem, but gives it an even more serious phase.

The statistics of passenger traffic upon the railroads and street railroads, compiled on the basis of five-cent fares collected — each such fare collected being considered as a passenger carried — shows that the percentage of increase for 1919 over 1918 was 5.29 per cent. The total of passengers carried in the fiscal year 1918 was 1,975,482,316 or 56,670,087 over the previous year,

a gain for 1918 of 2.95 per cent. The passenger traffic for the fiscal year 1919, in round figures, represents a daily average of travel of 5,700,000 persons, a number approximately equal to the population of the city. On the theory that each person who rides takes at least two trips—one toward business and one returning—it may be said that one-half the population of the city rides every day.

A study of detailed figures shows that the daily average number of riders at the close of the fiscal year was about 6,400,000. The two high records of previous years, 1906 and 1910, above referred to, would undoubtedly have been exceeded in the fiscal year 1918-1919 had it not been for the influenza epidemic of 1918. The decline in passenger traffic in the autumn months of 1918, particularly in October, is a clear index of the ravages of this plague. The figures for October show that the passenger traffic was less by more than 12,000,000 fares than in the previous October; and for the entire period July to November, 1918, inclusive, the loss aggregated nearly 17,000,000. In November the traffic curve took an upward trend, and December, 1918, revealed a gain in passengers carried of 8,500,000. Since December, local travel has grown at an almost unprecedented rate, aggregating 114,000,000 passengers. The monthly increases were as follows: January, 15,700,000; February, 13,200,000; March, 15,800,000; April, 20,600,000; May, 23,100,000; June, 25,600,000.

The following table shows, year by year, the number of passengers carried from 1903, together with the increase in each year:

Year Ended June 30	Number of Passengers	Annual Increase
1903 .....	1,000,767,483	61,777,519
1904 .....	1,065,984,910	65,217,427
1905 .....	1,130,982,696	64,997,786
1906 .....	1,251,841,175	120,858,479
1907 .....	1,315,381,388	63,540,213
1908 .....	1,358,000,407	42,619,019
1909 .....	1,402,417,642	44,417,235
1910 .....	1,531,262,914	128,845,272

Year Ended June 30	Number of Passengers	Annual Increase
1911 .....	1,603,901,397	72,638,483
1912 .....	1,680,913,935	77,012,538
1913 .....	1,769,876,508	88,962,573
1914 .....	1,813,204,356	43,327,848
1915 .....	1,807,632,726	*5,571,630
1916 .....	1,898,735,615	91,102,889
1917 .....	1,918,812,226	20,076,611
1918 .....	1,975,482,316	56,670,087
1919 .....	2,079,942,604	104,430,815

\* Decrease.

The year 1903 was the first in which the combined street rail-road traffic of New York exceeded the billion figure. The figures for 1919 show that in the intervening sixteen years the traffic has more than doubled.

A table shown below of traffic upon the per capita basis illustrates clearly how the practice of riding is growing on the part of the general public. A part of the per capita increase, however, is doubtless occasioned by the fact that as the residence sections reach further and further into the suburbs the necessity of riding between the place of business and the place of residence materially increases. The table gives the number of per capita rides for each decade between 1860 and 1900; for the five-year periods between 1900 and 1915, and for each of the three years 1917, 1918 and 1919.

Year	Fares Collected per Capita
1860 .....	43
1870 .....	103
1880 .....	152
1890 .....	218
1900 .....	246
1905 .....	283
1910 .....	321
1915 .....	345
1917 .....	353
1918 .....	358
1919 .....	370

The greater proportion of the increase for the year was on the rapid transit lines. Of the total increase of more than 104,000,000, about 98,750,000 was caused by the growth of travel on elevated and subway lines, and the remainder, 5,679,000, by the increase on surface lines. The growth on the latter lines was mostly in outlying portions of the city, where such lines do not come in contact or compete actively with elevated or subway lines. The following comparison, covering the past five years, shows the relationship between traffic on the rapid transit lines, as the elevated and subway systems are termed, and that on the surface railroads:

Fiscal Year	Rapid Transit	Surface	Total
1915 .....	888,880,577	918,752,149	1,807,632,726
1916 .....	954,143,917	944,591,698	1,898,735,615
1917 .....	1,058,646,596	860,165,633	1,918,812,229
1918 .....	1,105,514,646	869,997,143	1,975,511,789
1919 .....	1,204,266,264	875,676,340	2,079,942,604

In 1915 the surface railroad lines transported a greater number of passengers than did the rapid transit lines, but in the following year, despite a substantial gain on the former, the combined subway and elevated traffic exceeded that on the surface roads. On account of strikes which occurred during the summer and fall of 1916, the surface roads sustained a heavy blow, the resulting loss in traffic never having been fully recovered, particularly on account of the competition of the new subways. The geography and topography of New York are such that it is believed by many transportation experts that street surface railroad lines will never again carry more traffic than the elevated and subway lines.

The accompanying table shows the number of cash fares collected in the three fiscal years 1917, 1918 and 1919 and affords an interesting comparison of the traffic in those years as divided among the rapid transit lines, and, in the case of street surface railroads, divided upon borough lines, together with the number of

fares and percentages of increase as between the fiscal years 1918 and 1919, upon the same basis:

	FISCAL YEAR ENDED JUNE 30			INCREASE* OF 1919 OVER 1918	
	(1917)	(1918)	(1919)	Number	Per Cent
Elevated and subway					
Interborough subway.....	414,193,992	418,337,666	461,147,058	42,809,392	10.23
Interborough elevated.....	349,380,093	352,660,666	348,183,600	D 4,472,069	D 1.27
B. R. T. elevated and subway.....	226,515,512	258,167,813	308,879,791	50,712,478	19.64
Hudson and Manh. tubes.....	68,556,999	76,348,998	86,060,815	9,701,817	12.71
Total.....	1,058,646,596	1,105,514,646	1,204,266,264	98,751,618	8.93
Street Surface Lines by Boroughs					
Manhattan.....	349,788,114	371,136,389	370,085,099	D 1,051,290	D 0.28
Brooklyn.....	373,079,661	360,307,656	363,103,182	1,895,637	0.53
The Bronx.....	71,153,080	79,917,071	80,806,261	889,180	1.11
Queens (exclusive of B. R. T.).....	50,906,681	43,448,206	46,723,575	3,275,369	7.54
Richmond.....	15,238,187	16,287,922	16,968,213	670,291	4.38
Total by boroughs.....	860,165,633	869,997,143	875,676,340	5,679,197	0.65
Grand total, all lines.....	1,918,812,229	1,975,511,789	2,079,942,604	104,430,815	5.29

\* The prefix D indicates decrease.

As stated in a preceding page, the rate of traffic increase for 1919 for the entire city was 5.29 per cent. Upon the street surface lines the gain aggregated two-thirds of one per cent, while on the rapid transit lines the gain was nearly 9 per cent. The greatest gain is shown by the B. R. T. elevated and subway lines, namely, 50,712,478 passengers, representing an increase of almost 20 per cent. In point of numbers this was also the largest. The next largest gain in point of numbers was by the Interborough subway lines, where the increase was 42,809,392 passengers, or 10.23 per cent. The Hudson and Manhattan tubes, which are under an independent management, showed a higher gain in percentage, namely, 12.71, than did the Interborough subway lines, but the actual gain in point of numbers was only 9,701,017. The Interborough elevated lines lost to the extent of 1.27 per cent as against 1918, equal to a loss in passengers carried of 4,772,069. The largest gain made by the surface lines was in Queens, where the increase in number of passengers carried was 3,275,369, or 7.54 per cent. Surface lines in the Borough of Richmond gained 670,291 passengers, or at the rate of 4.38 per cent, while in Brooklyn there was a gain of 1,895,637 passengers, or .53 per cent. The Manhattan surface lines showed a decrease of .28 per cent, or 1,051,290 passengers. The loss last named was largely occasioned by the fact that the lines on the East Side of Manhattan are paralleled by the new Lexington Avenue subway, for which route of travel passengers show a growing preference.

## FINANCIAL RESULTS OF OPERATION

The increase of 104,430,815 in the number of cash fares in 1919 brought approximately \$5,200,000 additional revenue to the companies, which, with the increased revenue from transportation of freight, mail and express, sale of advertising privileges, etc., yielded a total revenue for the year of \$110,191,682, or \$6,696,919 more than in 1918. Operating expenses, however, increased \$15,267,181 in consequence of higher scales of wages and the increasing cost of materials, which latter did not fully manifest itself in street railway expense accounts prior to the expiration of pre-war contracts with manufacturers or supply houses covering the supply of rails, etc., at the earlier prices. The average cost of transportation per passenger (exclusive of taxes and return on investment) was 3.446 cents in 1919, as against 2.932 cents in 1918 and 2.638 cents in 1916, which fairly represented the normal pre-war costs. Between 1916 and 1919, operating revenues increased some \$12,000,000, while expenses and taxes increased nearly \$26,000,000, with the result that operating income, or the excess of receipts over expenses, declined from \$40,000,000 to \$26,000,000.

Fixed charges, such as interest, rents, etc., remained fairly constant until quite recently when new subway lines came into operation. The larger portion of the investment in those lines has indeed been made by the municipality, which does not make reports to the Commission concerning interest on securities issued for construction; but the operating companies that hold the municipal subways under lease have raised funds for the equipping of the new lines, as well as for contributing to the cost of construction. The Interborough Rapid Transit Company, lessee under Contract No. 3, began the operation of the new Lexington Avenue-Seventh Avenue line in Manhattan in July, 1918, and opened the East River tunnel and the two Brooklyn stations of the line later in the fiscal year 1919. The rents, interest and sinking fund charges of this company alone increased almost \$5,000,000 in 1919, as compared with 1918.

As a result of the two factors of increased cost of labor and material and increased interest on new investment in expensive sub-



ways, which will only gradually produce the necessary sustaining traffic, the aggregate net income available for dividends declined from \$12,000,000 in 1916 to \$6,600,000 in 1917 and to \$5,000,000 in 1918, and in 1919 turned into a deficit of \$8,000,000.

It should be pointed out that this deficiency did not develop evenly throughout the year, but on the contrary was very largely a development of the autumn and winter months, when the companies were forced to contend with scarcity of labor, new and much higher scales of wages, and considerable loss of revenue as a result of the influenza epidemic. The New York Railways Company was placed in the hands of a receiver March 20, 1919, and four of the street surface railways in the Brooklyn Rapid Transit system on July 15, 1919. The two elevated-subway subsidiaries of the B. R. T. had gone into receivership January 1, 1919.

#### STREET RAILROAD SERVICE AND FACILITIES

The Commission assigns to its Transit Bureau the investigation of transportation complaints and of transportation requirements. This Bureau is charged with the duty of making inspections and checking the service rendered by the several companies operating the transportation lines of the city. Its functions include the making of traffic surveys and the formulation of suggestions or recommendations to the Commission and to the operating companies as to improvements in service, investigation of complaints, both formal and informal, as to service, heating and ventilation of cars, station and terminal facilities, transfers, rates of fare, express and freight charges, etc. The employees of the Bureau also provide assistance in the preparation of data required for hearings on transportation subjects and furnish expert assistance to the Commission and its several bureaus in the consideration and disposition of the numerous transit matters which come before the Commission.

The Bureau is in charge of a Chief whose staff includes a chief transit inspector, supervising, assistant supervising and transit inspectors.

The Transit Bureau has covered the operation of the 38 lines of the rapid transit railroads and 166 lines operated by the surface street railroad companies during the year 1919. It has investigated and acted upon 687 complaints regarding service and facilities on these lines. The disposition of these complaints is shown in the enumeration and the classified tabulation printed in an appendix to this volume. The number received during the year was much smaller than in any previous year since the Commission was created. This may possibly be attributed to the immediate relaxation from war conditions following the signing of the armistice. Material and labor were released from war necessities, so that from January 1, 1919, there has been shown a steady betterment in transit conditions over those which prevailed during the war period. Service gradually improved and many repairs and installations which were held in abeyance during the war period were made.

Large increases in wages granted to employes by transportation corporations allowed by the War Labor Board enabled the companies to retain many of their old employes and to compete successfully in the market for new men. Operating officials generally believed that the standard of wages at the beginning of the year was higher than would long continue, but events soon proved the contrary to be true.

Serious labor difficulties embarrassed the operation of several of the transportation companies in the month of August, causing great inconvenience to the traveling public. These strikes are treated at length elsewhere in this report. Their settlement meant a general wage readjustment on all lines upon practically the same basis as upon the Interborough Rapid Transit and B. R. T. systems, where the principal disturbances occurred. The effect of the general increase in wages was to more than double the labor costs on all transportation lines within the jurisdiction of the Commission.

The economic problem faced by the transportation systems of New York and their component operating units has been explained upon a previous page.

## BROOKLYN RAPID TRANSIT SYSTEM

The Brooklyn Rapid Transit Company and its subsidiaries, the New York Municipal Railway Corporation and New York Consolidated Railroad Company, respectively the contracting and operating companies for the rapid transit lines of the system, were placed in the hands of a Federal Court Receiver, Lindley M. Garrison, on January 1, 1919. The Brooklyn Heights Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the Coney Island and Brooklyn Railroad Company and the Nassau Electric Railroad Company, comprising all of the street surface railroads of the Brooklyn Rapid Transit System, excepting the Coney Island and Gravesend Railroad Company, were placed under Receiver Garrison on July 24, 1919.

By order of the Federal Court on October 17, 1919, the owners of the Brooklyn City Railroad Company were permitted to take back and operate its lines, the Brooklyn Heights Railroad Company, lessees, having defaulted on the rental. Operation by the Brooklyn City Railroad Company began October 19, 1919.

The Commission, after a series of hearings, authorized a charge of two cents for transfers at many points not controlled by franchise or other obligations on the surface lines of the Brooklyn Rapid Transit System. This charge became effective on August 1, and was made for the purpose of preventing, if possible, the impending disintegration of this system into its operating units and the consequent loss to the traveling public through the exaction of additional fares.

On October 16 the New York Consolidated Railroad Company and the B. R. T. surface lines abolished the long established interchange of transfers between rapid transit and surface lines at several points in Brooklyn. The law gives the Commission no jurisdiction over transfers between rapid transit and surface railroad lines. An average of 53,000 passengers used this transfer privilege daily between the hours of 6:30 A. M. and 8 P. M. prior to its abolition. It is probable that at least an equal number of passengers have since paid two fares instead of one for a ride of equal length.

The separation of the Brooklyn City Railroad lines from the B. R. T. system resulted in the discontinuance of the Flushing-

Knickerbocker and Thirty-ninth Street Ferry-Fort Hamilton lines, and important changes in the routing of the Greenpoint, Richmond Hill, Sixty-fifth Street-Bay Ridge Avenue and the Sixty-fifth Street-Fort Hamilton lines. The Fulton Street, Gates Avenue, Myrtle Avenue, Union Avenue and Bushwick Avenue lines and the Nostrand Avenue shuttle service were shortened.

Material change was made in the operation of the Flatbush Avenue line by the discontinuance of through service east of Nostrand avenue, and by the collection of a second fare from passengers at Nostrand and Flatbush avenues,—the second fare point later being changed to Foster and Flatbush avenues. Upon complaint of the Flatlands Property Owners Association, an investigation was made by the Commission and an order issued that through service be restored forthwith. After a more thorough investigation of the franchise rights involved, the company was ordered by the Commission to cease the imposition of the second fare. The company complied with both orders, but has appealed from the Commission's decision as to the right to charge an additional fare.

A further effect of the separation of the Brooklyn City Railroad Company was the elimination of substantially all transfers among its own lines and between its lines and those of the B. R. T. system, except at points where there existed franchise or other legal obligations of such a nature as to prevent.

Motor bus lines, authorized by the municipality, have been placed in operation over several routes.

During the year substantial improvements were made in the service upon 25 surface lines in Brooklyn. In some cases these improvements represented an increase over any previous year in the number of car units operated. The operation of a motor car and trailer "train unit", a plan first tried out on certain Brooklyn surface lines several years ago, has proved effective as a relief to extreme congestion, and the number of such units in service has been increased. The "skip stop" plan, which was put in effect in Brooklyn as a means of saving fuel during the war, but which was the cause of many complaints, was discontinued on February 24, 1919.

Under the order of the Commission directing the surface line companies in Brooklyn to purchase and operate 250 new cars, an application was made by several of the operating companies to purchase "one-man safety cars", and was approved by the Commission after investigation. Several such cars have already been placed in service upon less congested outlying lines with satisfactory results. The experience with this type of equipment appears to justify a considerable extension of its use.

The one-man car is receiving the attention of operating officials generally, not only because of the lower cost of operation through the reduction of "platform expenses",—that is, by the elimination of one employe,—but also because of the relatively low initial cost, a reduction in power consumption, and a lessened wear and tear, with corresponding reduction in cost of maintenance of road-bed and tracks. In capacity these cars are equal to the smaller type of standard "two-men" cars operated on the Brooklyn lines. It is estimated that the cost of service per passenger can be reduced by the use of these cars by from forty to sixty per cent.

The traffic on the rapid transit lines of the B. R. T. system has shown a great increase. Over 50,000,000 more passengers were carried during the fiscal year 1918-1919 than in the previous year. Despite the unfavorable situation facing the receiver, there has been an effort to meet this increase; service has been increased, and with respect to adequacy, safety and convenience has generally improved during 1919.

One marked change on B. R. T. rapid transit lines was the placing in service of the reconstructed Culver line, where a modern elevated structure was substituted for the former dangerous operation of elevated trains upon surface tracks. The new line was opened to Kings Highway on March 16, service being extended to Avenue X on May 10. The extension of the line to Coney Island is under construction. Another important extension of service was on the Broadway subway, Manhattan, where service, which ended at Times Square in 1918, was extended to Lexington avenue and 60th street. One hundred steel cars have been added to the equipment of subway and elevated lines operated by this system.

## INTERBOROUGH RAPID TRANSIT COMPANY

Two important service changes took place in the operation of the Interborough subway lines during 1919. The portion of the Pelham Bay Park branch of the East Side subway from 138th street to Hunt's Point road was placed in service early in January, and the Clark Street Tunnel line of the West Side subway was opened on April 15. The former provided rapid transit service to a section of the eastern Bronx not before reached by such service. The Clark Street Tunnel line practically doubled the existing Interborough subway facilities between Brooklyn and Manhattan and established direct connection between the West Side subway and the Interborough lines in Brooklyn.

Other improvements in Interborough subway service included an increase in the 42d street shuttle service to three trains on a two-minute interval from each terminal. On the Jerome Avenue branch of the East Side subway the train service formerly terminated at 167th street. The Commission ordered every second subway train to be run through to Kingsbridge road in rush hours. One car has been added to each train on the White Plains Road branch of the East Side subway. Local service in the East Side subway has been increased to twenty-five trains an hour, but even with this increase the service is becoming inadequate, and more trains will shortly be required.

## NEW YORK RAILWAYS COMPANY

Changes have been numerous in the service of the New York Railways Company, following the appointment of a Federal Court Receiver for the system. Because of inability of the company to meet rental charges, the Eighth and Ninth Avenue Railroad Companies have been segregated from that system and are being separately operated. In consequence, several important routing changes have been made. The Sixth and Amsterdam Avenue, the Broadway-Amsterdam Avenue and the Broadway-Columbus Avenue lines are no longer operated below 65th street and Columbus avenue.

By order of the Federal Court, the Spring Street, Chambers Street, Avenue C and Sixth Avenue Ferry lines, operated by storage battery cars, have suspended operation, on the ground

that the revenues resulting from operation were insufficient to meet the charges therefor. Motor bus lines, authorized by the municipality, are offering a service over the routes of the Chambers Street and Avenue C lines.

On account of insufficient revenue from operation, the Canal Street line has also been discontinued.

### THIRD AVENUE RAILWAY SYSTEM

Several lines of this system in Manhattan and in The Bronx have been discontinued on account of insufficient revenue from operation, while applications are pending before the Commission for abandonment of lines on Randall avenue, Hunt's Point avenue and 189th street in The Bronx. Operation of the Twenty-eighth and Twenty-ninth Street Crosstown line and the East Belt line ceased in Manhattan, while in The Bronx the Pelham Park and City Island Railway Company, on August 8, discontinued service and relinquished its franchise rights.

The Brooklyn and North River Railroad, which maintained a service across the Manhattan bridge from West street, Manhattan, to Fulton street and Flatbush avenue, Brooklyn, ceased operation, giving as its reason for so doing the fact that receipts were insufficient to meet operating expenses and taxes. This line was jointly owned by the Third Avenue, New York Railways and B. R. T. companies.

Service improvements on the Third Avenue system during 1919 included an increase of six cars per hour on the Willis Avenue line between Bedford Park and the city line, while cars were added and headways reduced on the Tremont Avenue Crosstown, White Plains Avenue, Southern Boulevard and Clason Point lines.

### BOROUGH OF RICHMOND

Service on the trolley lines in this borough was improved by the addition of 20 new cars, each seating 48 persons.

### BOROUGH OF QUEENS

The New York and Queens County Railway Company re-routed a number of its cars, by authority of the Commission, in such manner as to improve the service from Flushing and College Point to the terminus of the Interborough subway at Alburty's avenue,

Corona. In response to a direction of the Commission, the Long Island Electric Railway Company re-established its Far Rock-away line across Jamaica Bay meadows, through service having been interrupted by highway construction. Much attention was paid to the affairs of the New York and North Shore Traction Company, operating from Flushing to the city line, which threatened to cease operation as a result of insufficient revenues. The Commission, in response to a demand from the passengers, devised a zone fare plan which was put in effect with success and operation was continued.

#### OMNIBUS LINES

The Fifth Avenue Coach Company has extended its service from 125th street and Seventh avenue to Fort George, and substituted through service on St. Nicholas avenue to Fort George for the shuttle service north of 181st street. Sixty new busses have been added during the year and substantial improvement has been made in the type of bus and the service station. Improvements were directed in the service of the City Island Motor Bus Company.

#### STEAM RAILROADS

*Long Island Railroad Company.*—Steam railroads generally, and this company in particular, have had heavy increases in passenger traffic. All the rolling stock available has been used to capacity on the lines of this system, and the terminals at Flatbush Avenue, Brooklyn, and at the Pennsylvania Station—33d street and Seventh avenue, Manhattan—have been severely taxed. The increase in traffic has not been equaled in any previous year and, contrary to previous experience, has continued throughout the year. Some of the stations where improvements were carried out, either pursuant to orders of the Commission or upon informal requests, were the Brooklyn Manor station, Woodhaven Junction, Livonia Avenue, Flatbush Avenue terminal, Woodside, Gaston Avenue, Murray Hill, Flushing. Additional train stops were made at Frank Avenue station, Bellaire and The Raunt. By direction of the Commission, the company was directed to construct and to stop trains at a new station, Hamilton Beach.

Delays to trains at the drawbridge at Main street, Flushing, were largely reduced by new construction.



An application of the company for permission to discontinue service on its Bushwick branch was denied and service was continued, to the satisfaction of the patrons of that line.

*New York Central Lines.*—Congested freight movements on this railroad have necessitated the suspension on several occasions of the Commission's order prohibiting freight traffic in certain hours on the tracks on the west side of Manhattan. During all periods when the restrictions were suspended, flagmen were maintained on each street intersection for the protection of pedestrian and vehicular traffic.

*New York, New Haven and Hartford Railroad.*—This company completed the construction of a bridge over its tracks at Morris Park Avenue station, which relieved the dangerous crossing conditions at this point. Between the Hunt's Point Avenue station of this company and that on the subway operated by the Interborough Rapid Transit Company, there is now under construction a subpassageway, which will provide for passengers an easy passage to and from the tracks of the New Haven road. The traffic between these stations is considerable, and is expected to increase.

#### TARIFF SCHEDULES

A total of 465 tariffs were filed with the Commission during the year by transportation companies, including the steam railroads under Federal or State control, the express companies and the rapid transit and street surface railroad companies. In addition, the Commission took action upon about seventy-five orders, rules, suspensions, postponements, etc., governing passenger and freight transportation. The number shows a large increase over previous years, and is attributed to the disintegration of street railroad systems and orders of the courts affecting such companies, as well as to changes made in reference to transfers.

#### FREIGHT CONGESTION COMMITTEE

The work of the Freight Congestion Committee, appointed during the war emergency, has been greatly reduced during the year. Investigations made during 1918 showed much waste, loss of time, etc., through failure of consignees to call for goods shipped in small lots and unloaded at railroad piers. These delays and the inability to check properly deliveries of such goods opened the

door to fraud and theft, and enormous losses ensued. The Federal Railroad Administration approved recommendations of the Committee and put into effect on February 1, 1919, rules which have since effectually prevented those losses and delays. As an example of the improvement, conditions at one of the Pennsylvania Railroad freight pier stations may be pointed out, where, in the thirteen months ended January 31, 1919, \$178,000 was paid in claims, while since February 1, 1919, the amount so paid has been less than \$3,000. It is believed that this particular reform will effect a saving of \$400,000 per year in New York. In 1918, and also in 1919, an effort was made to have as many as possible of the ocean steamships berthed at railroad piers, in order that cargoes might be loaded direct from cars. The success of this plan warrants its continuance as a permanent practice. The confusion and delays in New York, due to missing or inaccurate addresses of consignees, has been very largely remedied through general instructions issued by all carriers to their agents requiring them to furnish explicit information.

#### TRANSPORTATION REQUIREMENTS

The Transit Bureau has constantly had under consideration the question of the dual operation of the rapid transit lines in Queens. The Dual System Contracts provide that both the Interborough Rapid Transit Company and the New York Municipal Railway Corporation (B. R. T.) shall operate over these lines, the latter obtaining trackage rights from the former. A number of engineering problems is involved. The most serious is due to the width of the B. R. T. steel cars, which is greater than that of the Interborough cars, and hence requires a different arrangement of tracks and platforms. In addition, there are several very complicated operating problems, not the least of which is in relation to the separation of the streams of passengers whose ultimate destination may be one system or another. The question of revenue from operation is involved in this aspect of the problem, which is complicated because of the necessity of keeping a close and accurate account of receipts from passenger operation of each system, upon which the city's return on its very large investment in the new subways is predicated. The manner in which the costs

of operation shall be apportioned is still another phase of the problem. No general solution has yet been reached.

Consideration has been given also to the transportation problems which have arisen as a result of the shuttle subway operation through 42d street. Several proposals have been made, but no final determination of a constructive plan has been reached. It appears as a result of the studies which have been made that any attempt to use the crosstown subway tracks at 42d street as a medium for the introduction of a through local service or, as in one suggestion, for a local service from Times Square to City Hall or to Brooklyn, would serve only to add to existing congestion on the north and south lines, without proving any real relief of a crosstown nature.

The congestion in the vicinity of Forty-second street on the East Side (Lexington-Fourth Avenue subway) as distinct from the shuttle problem, is such that the operation of the tracks to practically their full capacity for express service is now required, and, as stated above, capacity operation in a short time will be necessary over the local tracks. The congestion is particularly acute at the station at 33d street and Fourth avenue. The studies of the Bureau seem to indicate that if this station were reconstructed as an express station, if such a project is feasible from an engineering standpoint, to which feature consideration is being given, the congestion probably would be relieved. Such relief, however, would be only temporary, for no real solution can come without the development of a new transportation project, namely, the construction of a new four- or six-track subway or subways through the traffic center of Manhattan Island. On the theory that all lines now approach the point of capacity operation in rush hours, if the experience of the past fifteen years is repeated, in which time the passenger traffic of New York almost doubled in volume, the city must have in operation by 1935 a duplicate of its present transportation system. Inasmuch as the per capita riding has increased very greatly year by year, it is entirely possible that the date fixed for such an increase in transportation facilities should be placed earlier than 1935. Either there will have to be a tremendous increase in transportation facilities or some new means will have to be found by which a closer relationship between the home and business areas can be established.

## EQUIPMENT INSPECTION

The Commission maintains an Equipment Inspection Bureau, in charge of its Electrical Engineer. Until the separation of the powers of the Commission and the placing of those relating to rapid transit matters under the Transit Construction Commissioner the functions of this Bureau were both of a rapid transit and regulatory character. Now, however, they are solely of a regulatory nature, all files, plans, drawings, etc., relating to the rapid transit work having been transferred to the custody of the Transit Construction Commissioner, as provided by Chapter 520 of the Laws of 1919.

To the Equipment Inspection Bureau, now known as the Bureau of Electrical Equipment and Inspection, is assigned the duty of informing the Commission regarding the physical condition of the tracks, road-bed, rolling stock, signals and other equipment used by railroad and street railroad companies. This involves periodic inspections of car equipment, tracks and power equipment, as well as the investigation of accidents, studies of accident prevention measures, the checking of capital expenditures, the making of appraisals of public utility properties, inspection and approval of electric meters, inspection of locomotive boilers, and collection of engineering costs and other data. This work is divided among eight divisions, as follows: Division of Accident Investigation and Equipment Inspection; Division of Power Equipment and Special Investigations; Division of Track and Cable Inspection; Division of Construction Accounts; Division of Appraisal; Division of Electrical Laboratories; Division of Locomotive Boiler Inspections; and Division of Engineering Statistics.

*Division of Accident Investigation and Equipment Inspection.*

— The designation of this division accurately describes its functions. Under the Public Service Commissions Law, the Commission is directed to investigate the causes of all accidents which have resulted in loss of life, injury to persons or damage to property through the operation of public utilities under its jurisdiction and which, in its judgment, require investigation. It has been the practice of the Commission to examine into the causes of each such accident through the agency of this bureau, in

addition to personal investigations which are made by the Commission itself where the circumstances are such as to warrant or require it. An expert study of the conditions surrounding each accident is made, particularly if the accident is one of unusual importance or presents features which have not been covered in the previous reports and recommendations. In order to facilitate its work in this respect the Commission keeps its offices open twenty-four hours of each day, although this is not required by the law, with telephone operators in constant attendance and with inspectors either on duty constantly or within easy reach. The Commission requires from the companies telephone reports of all accidents causing delay in traffic or interruption to service on the lines of the railroad and street railroad companies. These informal reports are charted and are supplemented later by detailed reports forwarded by the companies and filed by the Commission. These reports are subject to constant inspection and study, and when a serious condition, such as the occurrence of an unusual number of accidents within a short time is shown in reference to any particular company, a special investigation is made in an endeavor to determine what measures may be taken by the Commission or by the company, or both, to prevent a recurrence of an accident from similar causes, or to remove those causes, in so far as may be possible. An investigation of accidents covers not only those which occur on lines of railroad companies but also those which occur on the properties of electrical, gas and steam corporations. The study of accidents has resulted in the collection of valuable statistics of each such company under the Commission's jurisdiction. Charts have been prepared on a car mileage basis, showing the number of accidents under the various classifications for the larger railroad and street railroad companies.

In the following tables the accidents which have occurred during 1919 are classified by months, according to the nature of the accidents, as to line, in reference to car-miles operated, and again subdivided as to those occurring on subway and elevated lines, trunk lines and terminal lines. The accidents occurring upon grade crossings of railroads, and accidents relating to gas, electric and other corporations, will be found tabulated elsewhere in this report.

ACCIDENTS HAPPENING UPON RAILROADS AND STREET RAILROADS SUBJECT TO THE JURISDICTION OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Car collisions.....	168	136	128	143	120	115	105	102	111	85	54	79	1,355
Persons struck.....	215	216	255	267	260	229	209	170	178	188	147	144	2,487
Vehicles struck.....	1,254	1,116	1,256	1,367	1,468	1,434	1,451	1,272	1,326	1,402	1,314	1,370	16,113
Boarding.....	463	414	467	512	568	635	544	401	425	408	362	324	5,475
Alighting.....	411	375	403	416	584	679	674	510	597	460	408	362	5,877
Electric shocks.....	20	30	40	22	33	33	33	20	28	22	10	26	331
Derailments.....	208	180	183	215	206	267	272	255	251	284	273	289	2,982
Other accidents.....	1,872	1,706	1,819	2,003	2,205	2,194	2,190	1,965	1,921	1,895	1,760	2,121	23,637
Totals.....	4,620	4,182	4,551	4,948	5,582	5,596	5,478	4,695	4,832	4,744	4,322	4,727	58,267
<b>INJURIES</b>													
Passengers.....	1,671	1,477	1,679	1,862	2,001	2,384	2,301	1,792	1,968	1,775	1,480	1,672	22,063
Employees.....	1,036	892	884	932	1,152	1,103	1,132	1,011	951	893	809	861	11,656
Others.....	386	347	376	406	463	410	403	358	333	334	271	280	4,367
Totals.....	3,093	2,716	2,939	3,200	3,616	3,897	3,836	3,161	3,252	3,002	2,560	2,814	38,086
<b>Serious (included in the above)</b>													
Killed.....	31	16	19	28	17	18	23	15	21	33	11	15	242
Fractured skulls.....	4	8	15	3	6	13	10	12	8	2	4	3	90
Amputated limbs.....	3	2	1	1	1	4	4	2	5	7	2	2	36
Broken limbs.....	23	29	15	17	18	24	21	24	19	18	13	18	239
Other serious.....	57	41	55	57	63	122	44	64	53	62	43	42	723
Totals.....	118	96	105	106	128	181	102	117	106	122	74	80	1,330

# 112 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

## ACCIDENTS ON ALL LINES

(For 12 months ended December 31, 1919)

	Surface Lines	Subway and Elevated Lines	Trunk Lines	Terminal Lines	Bus Line	Totals
Car collisions.....	1,262	54	39	.....	.....	1,355
Persons struck.....	2,313	119	51	.....	4	2,487
Vehicles struck.....	16,083	4	72	2	2	16,113
Boarding.....	2,797	2,606	72	.....	.....	5,475
Alighting.....	4,697	1,016	163	.....	1	5,877
Electric shocks.....	107	183	31	.....	.....	321
Derailments.....	2,661	62	162	97	.....	2,982
Other accidents.....	9,645	8,970	4,940	96	6	23,657
<b>Totals.....</b>	<b>39,515</b>	<b>13,014</b>	<b>5,580</b>	<b>195</b>	<b>13</b>	<b>58,267</b>
<b>INJURIES</b>						
Passengers.....	11,777	9,450	830	.....	6	22,063
Employees.....	3,951	3,569	3,977	153	6	11,656
Others.....	3,990	48	319	1	9	4,367
<b>Totals.....</b>	<b>19,718</b>	<b>13,067</b>	<b>5,126</b>	<b>154</b>	<b>21</b>	<b>38,086</b>
<b>SERIOUS (included in the above)</b>						
Killed.....	89	94	56	1	2	242
Fractured skulls.....	69	20	1	.....	.....	90
Amputated limbs.....	21	1	11	2	1	36
Broken limbs.....	145	63	26	.....	5	239
Other serious.....	575	101	37	5	5	723
<b>Totals.....</b>	<b>899</b>	<b>279</b>	<b>131</b>	<b>8</b>	<b>13</b>	<b>1,330</b>

ACCIDENTS ON SURFACE RAILROADS AND REVENUE CAR MILES OPERATED  
(For 12 months ended June 30, 1919)

	B. R. T. System. 62,706,018 car miles	Third Ave. Ry. System. 10,191,774 car miles	Union Ry. System. 7,670,725 car miles	New York Railway Co. 26,407,857 car miles	3d Ave. R. R. Co. 2,091,422 car miles	N. Y. & Q. Co. Ry. Co. 4,625,622 car miles	Richmond L. & R. R. Co. 2,604,635 car miles	Man. & Queens Tys. Corp., 907,116 car miles	Manhattan Bridge & Con- tinent, 431,811 car miles	Long Island Rys. Co., 946,964 car miles	N. Y. & L. I. Tys. Co. 1,763,182 car miles	N. Y. & N. B. Tys. Co. 678,222 car miles	Ocean Electric Ry. Co. 448,636 car miles	Van Buren R. R. Co., 212,382 car miles	Yonkers R. R. Co. 2,669,544 car miles	Westchester Elec. Ry. Co., 2,008,706 car miles
Car collisions.....	708	180	154	304	13	69	12	14	1	7	6	2	4	1	9	5
Persons struck.....	649	238	173	613	41	41	18	57	...	40	103	17	8	1	1	4
Animals struck.....	6,468	2,443	1,100	4,724	183	320	57	6	...	27	30	12	9	...	1	1
Knifing.....	1,468	411	380	774	38	120	4	2	...	17	6	3	4	...	1	1
Alighting.....	2,462	352	799	767	89	192	6	2	...	17	30	12	8	...	1	1
Electric shocks.....	60	3	46	60	...	2	...	...	...	...	...	...	...	...	...	...
Derailments.....	716	339	225	480	14	279	108	39	2	18	46	7	23	...	1	12
Other accidents.....	2,919	1,861	1,149	2,971	10	636	15	66	...	57	113	...	...	...	...	...
Totals.....	15,808	5,671	3,896	11,049	388	1,671	221	172	3	210	307	40	87	1	13	25
Injuries.....																
Passengers.....	5,792	1,441	1,268	3,222	68	375	40	56	...	62	60	6	29	...	30	9
Employees.....	1,508	553	279	1,064	10	155	3	6	...	16	21	2	5	...	2	2
Others.....	1,565	574	292	1,566	70	125	43	23	...	23	23	2	2	...	1	3
Totals.....	8,855	2,568	1,839	6,785	148	635	87	85	...	106	114	12	36	1	33	12
Sanctions (included in above)																
Killed.....	22	14	12	35	2	4	1	...	...	...	1	...	2	...	...	...
Fractured skulls.....	53	4	7	12	2	2	...	...	...	...	...	...	...	...	...	...
Amputated limbs.....	4	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...
Broken limbs.....	79	11	12	68	4	5	4	3	...	5	19	...	2	...	1	1
Other serious.....	71	221	123	128	12	39	6	12	...	...	...	...	...	...	...	...
Totals.....	260	250	166	244	28	50	11	16	...	5	20	...	4	1	1	1



# 114 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

## ACCIDENTS ON SUBWAY AND ELEVATED LINES

(For 12 months ended December 31, 1919)

	New York Con- solidated R. R. Co.	Inter- borough Rapid Transit Co.	Hudson and Manhattan R. R. Co.	Totals
Car collisions.....	30	24		54
Persons struck.....	34	83	2	119
Vehicles struck.....	4			4
Boarding.....	149	2,443	14	2,606
Alighting.....	94	903	19	1,016
Electric shocks.....	20	162	1	183
Derailments — Split switch.....	59	3		62
Other accidents.....	822	8,106	43	8,970
<b>Totals.....</b>	<b>1,212</b>	<b>11,723</b>	<b>79</b>	<b>13,014</b>
<b>INJURIES</b>				
Passengers.....	874	8,504	72	9,450
Employees.....	102	3,461	6	3,569
Others.....	24	24		48
<b>Totals.....</b>	<b>1,000</b>	<b>11,989</b>	<b>78</b>	<b>13,067</b>
<b>SERIOUS (included in the above)</b>				
Killed.....	33	60	1	94
Fractured skulls.....	3	17		20
Amputated limbs.....	1			1
Broken limbs.....	11	43	9	63
Other serious.....	52	26	23	101
<b>Totals.....</b>	<b>100</b>	<b>146</b>	<b>33</b>	<b>279</b>

## ACCIDENTS ON TRUNK LINES

(For 12 months ended December 31, 1919)

	L. I. R. R. Co.	N. Y. Central R. R. Co.	N. Y., N. H. & H. R. R. Co.	N. Y., W. & B. Ry. Co.	Penn. R. R. Co.	S. I. R. T. Ry. Co.	Totals
Car collisions.....	2	6	31				39
Persons struck.....	22	22	1		4	2	51
Vehicles struck.....	10	61				1	73
Boarding.....	56	16					72
Alighting.....	103	59		1			163
Electric shocks.....	18	9	4				31
Derailments.....	9		152		1		162
Other accidents.....	1,376	2,196	1,002		288	78	4,940
<b>Totals.....</b>	<b>1,596</b>	<b>2,369</b>	<b>1,190</b>	<b>1</b>	<b>293</b>	<b>81</b>	<b>5,530</b>
<b>INJURIES</b>							
Passengers.....	485	270	6		58	11	830
Employees.....	960	1,894	906	1	152	54	3,977
Others.....	48	174	9		73	15	319
<b>Totals.....</b>	<b>1,493</b>	<b>2,338</b>	<b>921</b>	<b>1</b>	<b>283</b>	<b>80</b>	<b>5,126</b>
<b>SERIOUS (included in the above)</b>							
Killed.....	23	19	4		6	4	56
Fractured skulls.....		1					1
Amputated limbs.....	2	7				2	11
Broken limbs.....	5	20			1		26
Other serious.....	2	3	4		28		37
<b>Totals.....</b>	<b>32</b>	<b>50</b>	<b>8</b>	<b></b>	<b>35</b>	<b>6</b>	<b>131</b>

## ACCIDENTS ON TERMINAL LINES

(For 12 months ended December 31, 1919)

	Brooklyn E. D. Terminal	Bush Terminal R. R. Co.	Erie R. R. Co.	L. V. R. R. Co.	N. Y. Dock Ry.	Totals
Car collisions.....	.....	.....	.....	.....	.....	.....
Persons struck.....	.....	.....	.....	.....	.....	.....
Vehicles struck.....	.....	.....	.....	2	.....	2
Boarding.....	.....	.....	.....	.....	.....	.....
Alighting.....	.....	.....	.....	.....	.....	.....
Electric shocks.....	.....	.....	.....	.....	.....	.....
Derailments.....	97	.....	.....	.....	.....	97
Other accidents.....	68	.....	1	9	18	96
<b>Totals.....</b>	<b>165</b>	<b>.....</b>	<b>1</b>	<b>11</b>	<b>18</b>	<b>195</b>
<b>INJURIES</b>						
Passengers.....	.....	.....	.....	.....	.....	.....
Employees.....	125	.....	.....	9	19	153
Others.....	.....	.....	.....	1	.....	1
<b>Totals.....</b>	<b>125</b>	<b>.....</b>	<b>.....</b>	<b>10</b>	<b>19</b>	<b>154</b>
<b>SERIOUS (included in the above)</b>						
Killed.....	.....	.....	.....	1	.....	1
Fractured skulls.....	.....	.....	.....	.....	.....	.....
Amputated limbs.....	.....	.....	.....	.....	2	2
Broken limbs.....	.....	.....	.....	.....	.....	.....
Other serious.....	4	.....	.....	.....	1	5
<b>Totals.....</b>	<b>4</b>	<b>.....</b>	<b>.....</b>	<b>1</b>	<b>3</b>	<b>8</b>

This bureau also makes detailed inspections of car equipment periodically, covering more than 50 car barns. In cases where defective conditions of equipment are noted as likely to cause accidents or interruptions to service, the attention of the responsible officials of the particular company concerned is immediately called to the condition complained of, by informal means, and later confirmed by letter. The inspections of surface cars have averaged 539 per month, and of subway and elevated cars 78 per month.

A scarcity of labor and extreme difficulty in obtaining materials have interfered to a considerable degree with the proper maintenance of their rolling stock by transportation companies during this last year. This condition became noticeable in the equipment of certain companies, and the attention of the Commission was called to it. Conferences were held with representatives of the companies, and in some instances agreements were reached, without the necessity of the issuance of formal orders, to provide the improvements desired by the Commission. In other instances the Commission found it advisable to approve formal orders

requiring general overhauling of rolling stock, changes in methods of inspection, in methods of overhauling, etc. Investigations were made of numerous complaints regarding the operation of cars, and when those complaints were found to be justified the companies were required to take such action as might be necessary to remove the source of the complaint.

The changes produced by the separation of certain of the operating railroad systems into various transportation units, as a result of the receiverships in the Brooklyn Rapid Transit and New York Railways systems, gave rise to a number of unusual problems in car equipment inspection. The returning of several of the leased roads to their owners and the creating of new operating organizations by those lines made necessary a large amount of detailed work in reference to the equipment operated, particularly in view of the contention advanced by some of the operators of the segregated lines that the equipment received by them was not of a character to permit of safe operation. Special investigations of the equipment of the Eighth and Ninth Avenue lines, separated from the New York Railways system in 1919, led to recommendations that certain equipment be not placed in operation. Suggestions as to the improvement of other equipment were made. Plans and specifications for new cars for the Brooklyn Rapid Transit system and also relating to changes in the equipment of cars of that system were examined and modifications suggested where certain features were considered objectionable. Consideration was also given to changes in the equipment of cars of the Third Avenue Railway system. As required by order of the Commission (Case No. 1210) several companies submitted half-yearly reports, in January and July, of all rolling stock. These reports have been checked up and the data contained therein compiled in such form that information regarding the car equipment of the various companies is readily available.

*Division of Power Equipment and Special Investigations.*—The work of this bureau was somewhat handicapped during the year, because of a reduced personnel in the bureau, due to resignations, etc. The ordinary routine work was of such a nature that little time was left for special investigations.

This division, however, during the year conducted a number of investigations, including study and report upon the feasibility

and probable cost of the mechanical and electrical features of a proposal submitted by the Continuous Transit Securities Company, for the installation of a moving sidewalk supplying three-speed transportation beneath 42d street from Third avenue to Eighth avenue, and designed as a substitute for the present shuttle subway operation.

Thirty-nine complaints involving the condition of meters and as to the amounts of bills for steam service were received from the customers of the New York Steam Company during the year. Investigations were made in each instance, all but two having been completed. During the year ten investigations of the condition of pipes and mains on the streets were made, as a result of complaints filed with the Commission. Seven of these have been disposed of. Surveys which are being made at the close of the year will doubtless provide solutions to the remaining three complaints.

Examination was made of an integrating device submitted by the New York Steam Company for the consideration of the Commission. This device is designed to replace the paper chart on steam-flow meters. The Commission approved it.

An unfavorable report was made upon a request of the Interborough Rapid Transit Company for permission to defer the completion of unfinished work ordered by the Commission. (Case No. 1902.) Such work consists principally of additional emergency exits to be provided by the company under agreements modifying Contract No. 1, and it was felt should be proceeded with.

A shutdown which occurred in the power house of The Long Island Railroad Company in Long Island City, on July 22, 1910, was investigated and a report prepared in reference to the supplying of power by the Brooklyn Rapid Transit Company and other utility corporations, in the event of a future emergency arising in power houses or on the transmission lines of the Railroad Company.

A proposed schedule of rates for electricity submitted to the Commission by the Flatbush Gas Company was investigated and a report made.

In connection with applications for permission to increase their rates of fare, made to the Commission by the New York and

North Shore Traction Company, the Manhattan and Queens Traction Corporation and the Long Island Electric Railway Company, examinations and reports regarding these companies were made for the information and guidance of the Commission. The reports covered descriptions of each particular property, its condition, the probable requirement for deferred maintenance, likelihood of traffic development, etc.

In response to requests by Transit Construction Commissioner John H. Delaney, engineers from this division attended conferences and prepared data in connection with certain regulatory features of rapid transit work. One such conference related to the question of dual operation by the New York Municipal Railway Corporation of the Brooklyn Rapid Transit system as well as by the Interborough Rapid Transit Company of the elevated and subway lines in Queens. Another was in connection with the lease of a rapid transit railroad yard at 38th street, South Brooklyn.

Studies are being made to determine the probable number of cars which will be required on the lines of the New York Consolidated Railroad Company (B. R. T.) for some years to come. An investigation has been begun to determine the probable cost of operating storage battery cars.

Arrangements are being made to carry forward the work of investigation required in connection with improvements to the power plant of the Manhattan Railway, operated by the Interborough Rapid Transit Company (Cases Nos. 1614, 2182 and 2306). This work was done by the Rapid Transit section of the Electrical Engineer's office previous to the separation of the functions of the Commission. It has been decided, however, that this work is more of a regulatory than rapid transit nature, and thus that installation of these improvements should be considered by the Commission.

*Division of Track and Cable Inspection.*—Several hundred miles of track have been covered by inspections made by this division during the year. Instances of need of repairs have been disclosed and these conditions called to the attention of the railroad companies. The inspections of track have been general in character, covering the lines of all companies. Owing to a shortage of labor and materials, several of the companies have

informed the Commission that it has been impossible to make the usual repairs and replacements, much work being carried over until next season, when it is hoped conditions will improve.

The Third Avenue Railway Company (Case No. 2114) applied to the Commission for an amendment of the order in reference to rerailing of certain parts of its track on Amsterdam avenue, in order that other more essential work might be carried out in the rerailing of its lines on Broadway between 59th and 65th streets. The amendment was made and the work was practically completed by the end of the year. The rerailing of track on Amsterdam avenue from 135th street to 155th street has been completed. The section between 161st street and 187th street is yet to be rerailed. The condition of the westbound track of the Belt Line Railway Corporation on 59th street, Manhattan, operated as one of the lines of the Third Avenue Railway Company, has been the subject of investigation. Temporary repairs have been made, at the suggestion of the Commission, until such time as the officials of the city and of the railroad company shall decide in reference to a change of grade in the streets.

As the result of investigations and inspections arising from complaints, requests were made that operating utility companies make necessary repairs, or that other causes of complaint be eliminated. The complaints, approximately 100 in number, related to track conditions, speed of trains, signal conditions, station conditions, smoke nuisance, ventilation of trains, etc.

Inspections have been made of the drainage equipment of the subway operating companies, to determine if pumps were in proper condition. Approximately 485 drainage pumps were maintained in these properties.

The ventilating equipment on the subway lines, including 63 blowers, developed the need of repairs in some instances, and upon the conditions being called to the attention of the operating companies, repairs were made.

Numerous inspections have been made of the power stations and substations, about 160 in number, for the purpose of determining if the equipment were maintained in proper operating condition, and also to determine whether the conditions within the stations complied with the requirements of an order of the

Commission (Case No. 1628), calling for the establishment of safety measures to protect employes.

Detailed inspections of the tracks of the New York & Queens County Railway Company have been made, and recommendations submitted for the repair of tracks on Steinway avenue, Jackson avenue and Main street, Flushing.

Much consideration has been given to the question of the circulation of passenger traffic at the adjacent stations of the Long Island Railroad and the Interborough Rapid Transit Company, at Flatbush and Atlantic avenues, Brooklyn. Plans have been submitted by The Long Island Railroad Company to the Interborough, which are at the present time undergoing revision. Recommendations have been made by this division as to possible methods by which the conditions of congestion might, in some measure at least, be relieved. When revision of the plans has been completed, work will be started on improvements which it is believed will facilitate the movement of passengers. It is hoped to complete these changes by the end of the present winter.

Periodic inspections have been made during the year, of stations on the rapid transit lines of the city, covering station lighting, comfort facilities, collection of inflammable material, ventilating equipment, station signs and other conditions affecting the welfare of the traveling public. Investigations have been made of complaints as to station conditions, and where complaints have been found to be well founded suggestions have been made for the improvement of conditions.

Inspections have also been made of the signals and interlocking appliances of the rapid transit lines, and a file has been opened for the compilation of records of equipment at various points.

The harbor strike, which seriously affected shipping in New York Harbor during the autumn months, worried operating officials of the transportation companies as to the possibility of a coal famine. Efforts were made by this division in connection with representatives of the Army and Navy departments and the Coal Conservation Commissioner, to determine just what might be done to relieve the situation. Suggestions were made which resulted somewhat in alleviating the conditions.

The Federal authorities also requested the Commission's co-operation during the strike of coal miners. The Commission

joined with the authorities in the preparation of a census of the coal condition of each public utility corporation, data being secured regarding the amount of coal on hand, grades of such coal, average daily consumption of each grade, bunker capacity and outside storage capacity. This information was tabulated and transmitted to the Federal authorities concerned. The situation of the public utility companies became so acute that on December 4, following a conference of operating officials of public utility corporations, the Commission issued an order suspending for a period of two weeks its regulations as to the heating of cars in the rush hours. It was estimated that at least a thousand tons of coal would be saved per day thereby.

*Division of Construction Accounts.*—Investigations of the current expenditures of several companies have been made by this division in connection with the reports made periodically to the Commission providing necessary data for the information of the Commission in any future applications for bond issues which may be made by these corporations. Investigations and checks have been made of the expenditures of other companies in connection with applications for permission to issue securities. Data covering actual cost of plant, etc., amounting to \$12,477,000, for the use of counsel to the Commission in connection with the application of the Kings County Electric Light and Power Company and the Edison Electric Illuminating Company to merge (Cases Nos. 2351 and 2352) and become the Brooklyn Edison Company, Inc.

An examination was made of the capital accounts of the Staten Island Rapid Transit Railway Company for the period from January 1, 1916, to June 30, 1918 (Case No. 2308), together with an examination of the entries in the books of the company for property installed from June 30, 1905, to December 31, 1915. The amount involved was approximately \$2,026,400.

An investigation was also made of the cost of motor cars which the Brooklyn Heights Railroad Company proposed to purchase (Case No. 2378).

During the year application was made for the issuance of approximately \$15,000,000 in receiver's certificates by the Receiver of the Brooklyn Rapid Transit Company and the New York Municipal Railway Corporation. This necessitated an



investigation of certain work performed under the subway contract obligations of these companies as a preface to an investigation into the expenditures as proposed in the schedule submitted in connection with the case (Case No. 2375).

Other corporations concerning whose current expenditures investigations have been made include the Brooklyn Edison Company, Inc., Third Avenue Railway system, Bronx Gas and Electric Company, Richmond Light and Railroad Company (Lighting Division), Staten Island Midland Railway Company, Hudson and Manhattan Railroad Company, New York Connecting Railroad Company, Kings County Lighting Company, Brooklyn Union Gas Company and Queens Borough Gas and Electric Company. Upwards of \$20,000,000 was involved in the class of investigations just mentioned.

*Division of Appraisal.*—An appraisal was made and the results submitted in evidence before the Commission, in connection with the application of the New York Transfer Company (Case No. 2340) for permission to increase its baggage rates.

A check was made of the total footage of steam mains relaid by the New York Steam Company (Case No. 1763).

Appraisal figures submitted by the New York Railways Company (Case No. 2212) to the Commission, in connection with the company's application for financial relief, were tentatively analyzed and rearranged to conform to the inventory of the company's property as of July 31, 1911, prepared by the engineers of this Commission.

In accordance with the provisions of the order of February 7, 1917, approving an issue of \$2,000,000 in bonds of the New York Steam Company (Case No. 2036), there has been made to date an examination of properly certified statements of the company showing capital expenditures of \$596,351.38. Of this amount \$329,805.06 has been jointly approved by the Bureau of Electrical Equipment and Inspection and the Bureau of Statistics and Accounts as being a proper amount for capitalization purposes.

Revised appraisal schedules showing the property of the Brooklyn Edison Company, Inc., devoted to electrical operations of the company as of December 31, 1918, were prepared in connection with the application of the Edison Electric Illuminating

Company of Brooklyn and the Kings County Electric Light and Power Company to form the above named corporation (Cases Nos. 2351 and 2352).

Approval has been given to the issuance of bonds amounting to \$2,000,000 under an application of the Brooklyn Union Gas Company (Case No. 2365).

An investigation was made in connection with the petition of residents and property owners for the extension of gas mains in the Springfield section of the Borough of Queens served by the Woodhaven Gas Light Company (Case No. 2376).

Figures have been prepared as the result of investigation, showing the estimated cost less depreciation of buildings and equipment located at 36th and 39th streets, Brooklyn, which property the South Brooklyn Railway Company proposes to lease to the New York Municipal Railway Corporation.

*Division of Electrical Laboratory.*—During the last year a large amount of work has been performed by this division in connection with the installation of equipment in the electrical laboratory of the Commission, which was removed to 49 Lafayette street last year. The maintenance of all electrical equipment in the Lafayette street building, except telephone, has been undertaken by the electrical laboratory. This equipment consists of four electrical driven elevators, together with their traction machines, cars, cables, oiling systems and annunciators; two 10-horse power fire and fresh water pumps; one 2-horse power boiler-fed water pump; one 1-horse power sump pump; fourteen floor panelboards; one main switchboard; 1,400 lamp and fan outlets; one motor generator set for supplying 24-volt annunciator system, etc.

This division has checked monthly the primary standards, which are certified once during the year by the United States Bureau of Standards, the secondary standards used for certifying the test standards of the Flatbush Gas Company, the Queens Borough Gas and Electric Company and the Richmond Light and Railroad Company, which are submitted to this Commission monthly.

Inspections are now being made (Case No. 2202) to determine if lighting companies are promptly resuming the regular schedules of tests which it was found necessary partially to sus-

pend during the war. A thorough investigation was made of the meter department of the Richmond Light and Railroad Company's lighting division, complaints to the Commission indicating the company's failure to meet all provisions of the Commission's order in this case.

Investigations have been made of lighting conditions of streets, passageways, ticket booths, and platforms in the stations of the New York Municipal Railway Corporation and The Long Island Railroad Company, concerning which complaints were received.

Numerous voltage investigations have been made by installing upon the premises of electricity consumers graphic recording instruments for periods varying from two days to two weeks. Measurements were made in several cases to determine whether mains of lighting companies were located within 100 feet of consumers' premises, in connection with the provision of the law as to extension of mains and services.

Electrolysis surveys have been made in the vicinity of Halsey street and Broadway, Brooklyn, and also in the region from 60th to 67th street, and Second to Third avenue, Borough of Manhattan.

Investigation has been made upon applications from contractors, lighting or railroad companies for inspection of electrical installations, as provided for in an order of the Commission (Case No. 2062). Devices used in connection with the measurement of maximum demand of electrical companies have been recommended for approval in four instances (Case No. 1451). Approximately 35 devices have been approved in connection with regulations and requirements regarding electrical services (Case No. 2115).

On May 23, 1919, the Commission issued an order (Case No. 2202) directing electric light and power companies under its jurisdiction to make periodic tests of electric meters installed (new meters), and of meters changed from one service to another, the latter being designated office tests. The order also provided that the results of meter tests by the lighting companies upon complaint or at the request of consumers should be reported to the Commission. Tables follow, giving the results of such

tests of meters reported to the Commission by companies during 1919.

**ALTERNATING CURRENT METERS**  
**PERIODIC TESTS**

MONTH	Non-recording	Below 96%	96% to 104%	Above 104%	Total
January.....	3	5	1,153	1	1,163
February.....	3	8	890	4	914
March.....	2	41	1,077	2	1,123
April.....	8	4	1,503	3	1,518
May.....	7	8	1,486	1	1,502
June.....	6	19	3,083	4	3,112
July.....	1	18	3,655	2	3,676
August.....	4	18	2,684	19	2,725
September.....	4	18	4,553	9	4,584
October.....	6	27	6,088	17	6,138
November.....	5	24	4,973	10	5,012
December.....	4	29	4,897	8	4,938
Total.....	53	219	38,051	80	38,403
% Total.....	0.14	0.60	99.05	0.21	100.00

**OFFICE TESTS**

MONTH	Non-recording	Below 96%	96% to 104%	Above 104%	Total
January.....	14	6	105	2	127
February.....	23	6	164	3	196
March.....	24	3	158	1	186
April.....	19	4	151	.....	174
May.....	22	2	138	1	163
June.....	20	2	1,104	2	1,28
July.....	14	7	1,104	1	1,126
August.....	17	5	127	.....	149
September.....	26	5	107	1	139
October.....	71	12	128	1	212
November.....	29	10	132	.....	171
December.....	27	39	84	1	151
Total.....	306	101	2,502	13	2,922
% Total.....	10.47	3.42	85.67	0.44	100.00

**COMPLAINT TESTS**

MONTH	Non-recording	Below 96%	96% to 104%	Above 104%	Total
January.....	.....	1	116	1	118
February.....	1	1	160	4	166
March.....	4	21	170	1	196
April.....	1	.....	141	2	144
May.....	1	2	92	4	99
June.....	.....	.....	108	3	111
July.....	.....	.....	40	.....	40
August.....	.....	.....	40	.....	40
September.....	1	1	17	.....	19
October.....	.....	.....	41	.....	41
November.....	.....	2	44	1	47
December.....	1	.....	78	.....	79
Total.....	9	28	1,047	16	1,100
% Total.....	0.81	2.54	95.20	1.45	100.00

# 126 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

## ALTERNATING CURRENT METERS—*Concluded* SUMMARY

MONTH	Complaint	Periodic	Office	Total
January.....	118	1,162	127	1,407
February.....	186	914	196	1,276
March.....	196	1,122	186	1,504
April.....	144	1,618	174	1,836
May.....	99	1,502	163	1,764
June.....	111	3,112	128	3,351
July.....	40	3,676	1,126	4,842
August.....	40	2,725	149	2,914
September.....	19	4,584	139	4,742
October.....	41	6,138	212	6,391
November.....	47	6,012	171	6,230
December.....	79	4,938	151	5,168
Total.....	1,100	36,403	2,922	40,425
% Total.....	2.72	90.05	7.23	100.00

Test	Non-recording	Below 96%	96% to 104%	Above 104%	Total
Complaint.....	9	28	1,047	16	1,100
Periodic.....	53	219	36,051	80	36,403
Office.....	306	101	2,502	13	2,922
Total.....	368	348	39,600	109	40,425

### PERCENTAGE

Complaint.....	0.02	0.07	2.60	0.03	2.72
Periodic.....	0.13	0.54	89.19	0.19	90.05
Office.....	0.76	0.24	6.20	0.03	7.23
Total.....	0.91	0.85	97.99	0.25	100.00

### PERCENTAGE\*

Complaint.....	0.008	0.025	0.930	0.014	0.977
Periodic.....	0.047	0.194	32.011	0.071	32.323
Office.....	0.272	0.089	2.223	0.011	2.595

\* Total in terms of tests under all classifications.

## DIRECT CURRENT METERS COMPLAINT TESTS

MONTH	Non-recording	Below 96%	96% to 104%	Above 104%	Total
January.....		9	179	1	189
February.....		4	155	1	160
March.....		14	181	1	196
April.....		6	124	1	131
May.....		1	52		53
June.....		1	85		86
July.....		3	37		40
August.....		2	37		39
September.....	1	1	60		62
October.....		4	52		56
November.....		5	75		81
December.....		4	125	2	131
Total.....	1	54	1,162	7	1,224
% Total.....	0.08	4.41	94.94	0.57	100.00

DIRECT CURRENT METERS—Continued  
PERIODIC TESTS

MONTH	Non-recording	Below 96%	96% to 104%	Above 104%	Total
January.....	2	109	1,780	13	1,904
February.....	3	152	1,530	13	1,698
March.....	5	178	2,833	31	3,047
April.....	9	234	3,908	20	4,171
May.....	14	302	5,840	19	6,175
June.....	14	403	8,852	31	9,300
July.....	12	271	5,953	17	6,253
August.....	24	143	3,777	9	3,953
September.....	18	184	4,811	13	5,026
October.....	23	193	4,609	20	4,845
November.....	18	196	3,863	12	4,089
December.....	23	313	5,433	18	5,787
Total.....	165	2,678	53,189	216	56,248
% Total.....	0.29	4.76	94.57	0.38	100.00

## OFFICE TESTS

MONTH	Non-recording	Below 96%	96% to 104%	Above 104%	Total
January.....	34	135	1,216	13	1,398
February.....	31	141	1,298	6	1,476
March.....	17	153	1,208	16	1,394
April.....	25	205	968	6	1,204
May.....	21	134	729	2	886
June.....	24	91	603	9	727
July.....	27	126	3,608	16	3,777
August.....	38	43	341	.....	422
September.....	43	65	533	1	642
October.....	27	163	837	4	1,031
November.....	37	132	649	1	820
December.....	35	102	803	7	947
Total.....	359	1,491	12,793	81	14,724
% Total.....	2.43	10.13	86.89	0.55	100.00

## SUMMARY

MONTH	Complaint	Periodic	Office	Total
January.....	189	1,904	1,398	3,491
February.....	160	1,698	1,476	3,334
March.....	196	3,047	1,394	4,637
April.....	131	4,171	1,204	5,506
May.....	53	6,175	886	7,114
June.....	86	9,300	727	10,113
July.....	40	6,253	3,777	10,070
August.....	39	3,953	422	4,414
September.....	62	5,026	642	5,730
October.....	56	4,845	1,031	5,932
November.....	81	4,089	820	4,990
December.....	131	5,787	947	6,865
Total.....	1,224	56,248	14,724	72,196
% Total.....	1.69	77.91	20.40	100.00

# 128 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

## DIRECT CURRENT METERS — Concluded SUMMARY — Concluded

Tests	Non-recording	Below 96%	96% to 104%	Above 104%	Totals
Complaint.....	1	54	1,182	7	1,224
Periodic.....	165	2,678	53,189	216	56,248
Office.....	359	1,491	12,793	81	14,794
Total.....	525	4,223	67,144	304	72,196
PERCENTAGE					
Complaint.....	0.001	0.075	1.609	0.010	1.695
Periodic.....	0.228	3.710	73.673	0.299	77.910
Office.....	0.497	2.066	17.720	0.112	20.395
Total.....	0.726	5.851	93.002	0.421	100.000
PERCENTAGE					
Complaint.....	0.0009	0.0479	1.0318	0.0062	1.0968
Periodic.....	0.1465	2.3779	47.2282	0.1919	49.9445
Office.....	0.3188	1.3239	11.3593	0.0719	13.0739
Total.....	0.4662	3.7497	59.6193	0.2700	64.1052

In terms of total tests under all classifications.

## NUMBER OF INSTRUMENT SCALE POINTS CHECKED IN THE LABORATORY AND AT THE LIGHTING COMPANIES

January.....	1,984
February.....	1,690
March.....	2,049
April.....	2,029
May.....	2,002
June.....	2,042
July.....	2,087
August.....	1,982
September.....	2,082
October.....	2,212
November.....	2,272
December.....	2,322
Total number of points checked.....	24,843

COMPANY	Complaint Tests	Total Tests	Meters in Service	Per cent Complaint Total Tests	Per cent Total Meters in Service Tested
Bronx Gas & Electric Co.....	105	582	2,740	18.04	21.24
Edison Electric Illuminating Co. A. C.....	91	1,766	142,220	5.15	14.55
Edison Electric Illuminating Co. D. C.....	133	18,928		0.70	
Flatbush Gas.....	199	4,546	17,529	4.37	25.93
New York Edison A. C.....	142	10,670	287,619	1.33	23.65
New York Edison D. C.....	1,091	53,258		2.09	
New York & Queens Electric Light & Power Co.....	333	6,495	35,516	5.13	18.28
Queens Borough Gas & Electric.....	35	2,509	9,914	1.39	25.30
Richmond Light & R. R.....	77	77	10,950	100.00	0.07
United Electric Light & Power Co.....	112	13,627	68,178	0.82	19.98
Westchester Lighting Co.....	6	153	1,321	3.92	11.57
Total.....	2,324	112,611	555,987	2.06	20.25

The following types of meters have been submitted by the lighting companies for approval by this Commission (Case No. 1100) during the year 1919:

DATE	Type	Wire	A. C. or D. C.	Manufacturer
March 11.....	G-3	3	D. C.	General Electric Co.
July 29.....	D-5	3	D. C.	Sangamo Electric Co.
August 15.....	DS-5	4	.....	General Electric Co.
August 15.....	DS-6	4	A. C. 30	General Electric Co.
August 15.....	DS-7	3 and 4	A. C. 30	General Electric Co.
August 15.....	DS-7	3	A. C. 30	General Electric Co.

*Division of Locomotive Boiler Inspection.*—The work of locomotive boiler inspection during the year has revived a number of faults, which have been corrected as a result of correspondence with the companies. In other cases, the question of repairs to locomotives was taken up through formal proceedings. Special investigations have been made by the Commission's locomotive boiler inspectors, and there have been received and filed during the year certificates and reports of inspection in compliance with the order of the Commission (Case No. 1301). Statistics as to the number and condition of locomotive boilers under the jurisdiction of this Commission are shown in the appended tables:

Company	Number of Locomotives Reported	Average Age
Bush Terminal R. R. Co.....	8	9
Brooklyn Eastern District Terminal..	10	15
Central Railroad of New Jersey.....	1	8.5
Degnon Terminal .....	1	13
Delaware, Lackawanna & Western....	12	14
Erie R. R. Co.....	6	7.6
Interborough Rapid Transit Co.....	4	26
Jay Street Connecting Railroad.....	2	10
Lehigh Valley R. R. Co.....	13	12
New York Dock Ry.....	8	12
Pennsylvania R. R. Co.....	13	8
Proctor & Gamble .....	2	10
Staten Island Rapid Transit Ry.....	71	16



The average age, the number and the distribution of locomotives, according to their ownership, are given below:

Number of boilers reported under 10 years of age.....	35
Number of boilers reported between 10 and 20 years of age.....	63
Number of boilers reported between 20 and 30 years of age.....	44
Number of boilers reported between 30 and 40 years of age.....	7
Number of boilers reported over 40 years of age.....	2

The following table indicates the classification of defects found on locomotives inspected during the year:

Number of locomotives operated.....	151
Number of locomotives in shop undergoing repairs.....	12
Number of inspections made of locomotives.....	830
Boilers, flues and fireboxes leaking.....	43
Foundation rings leaking.....	9
Air, steam and vacuum brake equipment, defective.....	8
Safety appliances, defective.....	12
Boiler mountings in cab defective.....	15
Boiler mountings outside of cab defective.....	8
Metallic packing leaking.....	30
Steam chests leaking.....	22
Cylinder heads leaking.....	4
Feed pipes in ejectors leaking.....	12
Tank hose leaking.....	3
Steam heat pipes leaking.....	2
Water glasses without guards.....	6
Lubricator glasses without guards.....	6
Number of boilers found with broken staybolts.....	12
Number of boilers not conforming to our regulations....	3
Number of defective gauge cocks reported.....	20
Number of defective water glass cocks reported.....	18
Burst flues found and reported.....	2
Number of locomotives found with leaks which would tend to obstruct the vision of the engineer.....	22
Number of locomotives found with sharp flanges and flat spots on engine truck and tender truck wheels.....	5

Number of locomotives found with defective plates in boilers .....	1
Number of locomotives taken out of service on account of defects which were considered dangerous by inspector..	5
Number of interior inspections of locomotive boilers made	20
Number of hydrostatic tests to locomotive boilers witnessed	30
Number of steam railroad passenger cars inspected.....	40
Number of passenger cars found defective.....	2
Power plants and shops inspected and recommendations made to improve conditions, according to Order 1628 of this Commission .....	30
Construction and other work cars inspected on subway and elevated railways .....	30
Number of construction and other work cars found defective .....	4

*Division of Engineering Statistics.*— During the year, in addition to the work of maintaining the unit cost file of the Commission, assistance was given in the preparation of testimony in rate and other cases where the subject of costs came into consideration. Special studies and investigations were made in connection with the application of the New York Railways Company for financial relief (Case No. 2212), in reference to existing and new equipment of the Richmond Light and Railroad Company, and in other matters coming within the purview of this division.

## REGULATION OF LIGHT, HEAT AND POWER CORPORATIONS

The statistics of light, heat and power companies are for the calendar year 1918, the fiscal year of this class of corporations being coterminous with the calendar year. There is one exception, however, in the case of the New York Steam Company where the fiscal period terminates on April 30.

There is no change in the number of such companies reporting to the Commission during the last fiscal year. The changes involved by the consolidation of the Kings County Electric Light and Power Company and the Edison Electric Illuminating Company of Brooklyn, which were consolidated during the calendar

year 1919 to form the Brooklyn Edison Company, will appear in the next annual report. The total capitalization of the 31 light, heat and power corporations at the beginning of 1919 was \$443,305,804 (including duplications due to intercorporate holdings) or \$95,554,021 more than when the Commission was organized in 1907. A comparison between the years 1907 and 1919 is made below:

	1907	1919
Gas companies .....	\$209,588,800	\$248,495,747
Gas-electrical companies .....	5,376,500	5,814,500
Electric light and power companies .....	132,786,484	157,685,101
Electric conduit companies.....		21,156,000
Steam company .....		10,154,456
	<u>\$347,751,784</u>	<u>\$443,305,804</u>

The Richmond Light and Railroad Company, which operates a street railroad line in addition to furnishing electric current for light and power, is considered as a street railroad corporation and excluded from the above list.

The following table gives the capitalization, output and sales of gas and electrical companies at the beginning of 1919:

CAPITALIZATION, OUTPUT AND SALES OF GAS AND ELECTRICAL COMPANIES, YEAR ENDED DECEMBER 31, 1918

COMPANY	Capitalization (stocks and bonds)	GAS (M CU. FT.) AND ELECTRICITY (KW. HRS.)		Amount re- ceived from consumers <sup>a</sup>
		Generated	Distributed	
<i>Consolidated gas companies</i>	\$205,037,747	33,486,141	30,812,942	\$24,685,712
Consolidated Gas Co. of N. Y. ....	124,662,747	8,013,769	18,029,245	14,406,222
Astoria Light, Heat & Power Co. ....	15,000,000	9,754,776	81,085	64,868
New Amsterdam Gas Co. <sup>2</sup> .....	40,300,000	6,221,402	3,610,430	2,579,657
Central Union Gas Co. ....	7,055,000	3,425,376	2,841,117	2,272,300
Standard Gas Light Co. ....	10,444,300	2,457,723	2,255,786	1,804,033
N. Y. Mutual Gas Light Co. ....	3,409,700	3,254,338	1,789,011	1,430,714
Northern Union Gas Co. ....	2,750,000		1,878,682	1,502,026
N. Y. & Queens Gas Co. ....	1,416,000	358,757	327,586	225,885
<i>Brooklyn Union gas companies<sup>3</sup></i>	32,530,000	18,791,981	15,864,452	12,869,424
Brooklyn Union Gas Co. ....	33,000,000	18,791,981	13,927,281	11,131,676
Newtown Gas Co. ....	60,000		1,111,436	944,204
Woodhaven Gas Light Co. ....	20,000		380,189	330,883
Jamaica Gas Light Co. ....	200,000		282,015	267,465
Richmond Hill & Queens Co. Gas Light Co. ....	250,000		163,531	155,189
<i>Other gas companies</i>	9,928,000	2,667,935	2,286,520	2,176,737
Kings County Light ng Co. ....	5,178,000	1,463,088	1,232,848	1,159,796
Brooklyn Borough Gas Co. ....	1,750,000	630,951	554,003	518,078
N. Y. & Richmond Gas Co. ....	3,000,000	573,896	499,669	496,864
Total gas companies.....	<u>\$248,495,747</u>	<u>54,946,057</u>	<u>48,963,914</u>	<u>\$39,721,876</u>

For footnotes, see next page.

CAPITALIZATION, OUTPUT AND SALES OF GAS AND ELECTRICAL COMPANIES, YEAR  
ENDED DECEMBER 31, 1918 — *Concluded*

COMPANY	Capitalisation (stocks and bonds)	GAS (M CU. FT.) AND ELECTRICITY (KW. HRS.)		Amount received from consumers <sup>1</sup>
		Generated	Distributed	
<i>Gas-Electrical Companies</i>				
Flatbush Gas Co. <sup>2</sup> .....	\$200,000	G ..... E 8,453,716	1,050,139 6,055,426	\$338,815 615,105
Queens Borough Gas & Electric Co.....	4,018,000	G ..... E 6,342,950	396,073 4,207,474	478,070 431,688
Bronx Gas & Electric Co.....	1,596,500	G ..... E 3,409,190	208,333 2,198,771	207,481 194,309
Total, gas-electrical companies.....	\$5,814,500	G ..... E 18,205,856	1,653,545 12,461,671	\$1,523,367 1,281,102
<i>Electrical Companies</i>				
N. Y. Edison Company.....	\$104,072,417	695,056,212	549,502,137	\$24,279,071
Brush Elec. Illy. Co.....	999,000	(Lessor company)		
United Electric Light & Power Co.....	10,207,684	279,236,000	112,852,592	4,163,990
New York & Queens Electric Light & Power Co.	5,100,000	2,920,286	51,683,552	2,264,032
Total, Consolidated system.....	120,379,101	977,212,498	714,038,281	30,707,095
Edison Elec. (Brooklyn) <sup>4</sup> .....	9,275,000	290,453,000	218,977,825	8,690,352
Kings Co. Electric Light & Power Co. <sup>5</sup> .....	26,676,000	(Lessor company)		
Amsterdam Electric Light, Heat & Power Co.....	800,000	(Lessor company)		
Richmond Light & Railroad Co.....	<sup>6</sup> [5,071,750]	39,119,000	18,321,866	<sup>7</sup> 41,900
Long Acre Electric Light & Power Co. <sup>7</sup> .....	550,000	173,053	53,096	3,382
Riverside Light & Power Co. <sup>7</sup> .....	5,000		20,096	1,702
Total, electrical companies.....	\$157,685,101	1,306,987,551	951,231,164	\$40,144,434
Total of foregoing <sup>8</sup> .....	\$411,995,348	G 55,041,424 E 1,325,193,407	50,817,459 963,872,835	\$41,244,244 41,375,536
<i>Conduit Companies</i>				
Consolidated Telegraph & Elect. Subway Co...	{ 21,156,000 4,810,000	(Conduits rented)		3,723,976 1,969,189
Empire City Subway Co.....	16,346,000	(Conduits rented)		1,764,787
Grand total.....	\$433,151,348			\$86,343,757

NOTE.— At their face value, the total securities outstanding, exclusive of the Richmond Light and Railroad Co. (which are included in the corresponding summary for transportation companies) aggregate \$433,151,348, of which \$144,548,461 is held by the companies, leaving \$288,602,887 in the hands of the outside public.

<sup>1</sup> Revenue from sales of gas and electricity only. Other revenue derived from the sale and renting of appliances, etc., as well as intercompany sales of gas, etc., is excluded herefrom. Cents are included in tabulation but omitted in publication. Totals include addition of cents.

<sup>2</sup> Includes business conducted under name of East River Gas Company, capital stock of which (\$1,000,000) is held by New Amsterdam, and not included in table.

<sup>3</sup> Flatbush Gas also belongs to Brooklyn Union system.

<sup>4</sup> These two companies merged January 27, 1919, under name of Brooklyn Edison Company, Inc.

<sup>5</sup> Capitalization of both railway and lighting departments; included in transportation summary and excluded from these totals.

<sup>6</sup> Energy (9,290,016 kw. hrs.) supplied to its railroad department and associated railways is not here included in sales.

<sup>7</sup> These two small companies are not included in the tables of Volume III of this Report.

<sup>8</sup> Includes a small amount of electricity furnished free to the City under franchise requirements

The following comparative summary shows the details of the operation of the gas and electrical companies for the years ended December 31, 1908 to 1918, inclusive:

## COMPARATIVE SUMMARY OF GAS AND ELECTRICAL

[Intercompany sales, being duplications, are eliminated. Minor companies like the Long Acre Co., whose operations have been inconsiderable, have been omitted since 1915. Data applicable to and Power Companies, constituting Volume III of this Report.]

<i>Gas Supply</i>	1908	1909	1910	1911	1912	1913
Number of employees	7,798	8,754	10,051	11,440	11,462	11,051
Total salaries and wages	\$6,338,947	\$6,872,791	\$7,864,468	\$8,972,830	\$9,900,983	\$9,848,454
Number of consumers	1,085,486	1,165,798	1,236,062	1,286,717	1,323,074	1,371,118
Miles of main	3,431	3,537	3,642	3,750	3,863	3,994
Manufacturing capacity (M cu. ft.)	227,828	226,700	229,450	244,700	264,700	256,700
Gas manufactured (M cu. ft.)	36,511,025	39,415,444	41,904,066	43,293,968	45,397,728	45,671,856
Average per day	99,756	107,988	114,806	118,614	124,038	125,128
Gas distributed (M cu. ft.)	34,290,407	36,698,148	39,168,401	40,368,354	42,138,516	42,731,869
Increase per cent.	—	7.02	6.73	3.15	4.39	1.41
Revenue from gas sales to public	\$32,408,498	\$29,833,509	\$31,863,755	\$32,844,656	\$34,319,912	\$34,835,211
Average price per M cu. ft.	94.51c	81.29c	81.35c	81.36c	81.45c	81.52c
Operating costs — net	\$16,889,354	\$15,711,709	\$16,586,126	\$17,294,177	\$19,126,314	\$19,892,228
Total revenue deduc- tions — net	23,158,355	19,269,314	20,492,154	21,432,094	23,283,796	24,326,947
Operating income (as ad- justed)	14,824,144	10,564,285	11,371,601	11,412,561	11,036,116	10,508,364
<i>Electricity Supply</i>						
Number of employees	5,579	6,678	7,320	8,320	9,074	9,653
Total salaries and wages	\$4,518,044	\$5,235,405	\$5,866,887	\$6,877,846	\$7,767,291	\$8,376,708
Number of consumers	108,732	127,762	157,096	190,580	223,981	238,873
Connected load (kw.) <sup>1</sup>	—	540,101	610,386	695,630	816,167	868,372
Generating capacity (kw.) <sup>2</sup>	213,685	224,527	246,442	292,662	346,242	385,612
Energy generated (kw. hrs.) <sup>3</sup>	452,235,409	472,559,920	525,165,853	595,153,865	707,068,865	877,539,888
Average per hour	51,484	53,945	59,950	67,940	80,494	100,176
Energy sold to public (kw. hrs.) <sup>4</sup>	310,376,762	323,451,801	360,341,589	406,981,943	495,067,870	651,235,101
Increase per cent.	—	4.21	11.41	12.93	21.66	31.55
Revenue from sales to public	\$21,397,525	\$23,058,806	\$25,382,824	\$27,737,104	\$29,990,908	\$32,897,660
Rev. deductions — net <sup>5</sup>	13,025,657	13,819,705	15,074,944	12,927,858	14,650,578	16,365,026
Operating income (as adjusted)	8,371,868	9,238,901	10,307,879	14,809,245	15,340,330	16,532,634
<i>Gas and Electrical Com- panies Combined</i>						
Gross income applicable to corporate and leased properties	\$19,855,954	\$26,393,405	\$28,764,340	\$33,530,281	\$34,128,732	\$34,896,594
Interest, rent, etc.	10,691,658	9,558,029	9,245,004	10,815,263	11,072,330	12,065,249
Net corporate income	9,164,296	16,835,376	19,519,336	22,715,018	23,066,402	22,833,335
Dividends	7,462,706	8,416,651	9,588,351	11,267,003	11,890,130	11,378,911
Accumulated surplus	23,055,817	30,242,605	40,452,005	46,171,397	50,855,621	56,783,410

<sup>1</sup> Based on amount billed at the \$1 rate. The Supreme Court's decision in 1909 upholding the 80c. law of 1906 required the return to consumers of the portion illegally collected. The amount reserved by the companies for this purpose is deducted before stating operating income.

<sup>2</sup> I. e., operating expenses (exclusive of depreciation) less revenue from intercompany sales, residuals, and miscellaneous sources.

<sup>3</sup> Beginning with 1912 includes railway load except that of the Richmond Light & R. R. Co. (see note "6"). The principal item of railroad load is that of the Third Avenue system.

<sup>4</sup> Beginning with 1912 includes the capacity of the Kingsbridge station (rated as 28,000 kws. in 1912 and 1913 and as 32,000 kws. thereafter), leased by the Third Avenue Railway Company to the New York Edison Company.

## COMPANIES, FOR THE YEARS ENDED DECEMBER 31, 1908-1918

Electric Light & Power Co., Riverside Light & Power Co., and Bowery Bay Electric Light & Power a single date refer to the close of the year. For further explanations, see Statistics of Light, Heat,

1914	1915	1916	1917	1918
10,846	10,371	10,370	10,163	10,721
\$9,608,836	\$9,351,406	\$9,499,258	\$10,068,966	\$12,081,173
1,399,701	1,439,378	1,489,770	1,524,195	1,536,737
4,070	4,145	4,197	4,229	4,264
256,250	256,150	260,150	262,170	277,720
47,651,661	45,668,377	48,233,555	51,772,839	55,641,424
125,909	125,119	131,796	141,843	152,442
43,726,927	42,539,668	44,565,753	47,034,083	50,617,459
2.33	D 2.72	4.76	5.54	7.62
\$35,685,444	\$34,768,078	\$36,372,618	\$38,272,523	\$41,244,245
81.61c	81.73c	81.62c	81.37c	81.49c
\$21,018,320	\$19,235,456	\$19,905,769	\$25,414,940	\$31,586,514
25,498,605	24,239,967	26,083,747	30,742,924	37,618,834
10,186,750	10,528,111	10,288,872	7,529,699	3,625,410
9,285	10,144	10,723	10,153	9,314
\$8,905,006	\$9,039,717	\$9,828,105	\$10,598,548	\$11,835,938
265,354	306,217	360,689	410,140	438,894
966,476	1,047,518	1,343,462	1,392,816	1,466,266
435,112	493,462	485,712	528,900	530,375
917,977,516	969,359,588	1,146,310,504	1,280,755,111	1,325,020,354
104,792	112,984	130,500	146,205	181,258
687,583,209	727,004,884	846,201,369	937,118,422	963,799,643
5.58	5.73	16.40	10.74	2.85
\$34,878,022	\$34,936,019	\$38,687,806	\$40,802,469	\$41,370,452
17,655,338	19,300,896	21,233,002	26,298,402	28,572,990
17,222,684	15,635,123	17,454,804	14,504,067	12,796,462
\$35,922,895	\$36,069,564	\$38,712,153	\$33,254,811	\$37,708,618
11,685,724	12,842,680	\$13,922,819	\$14,491,923	\$14,925,021
24,237,171	23,246,884	24,789,334	18,762,888	12,781,897
12,556,486	14,197,809	14,625,935	14,157,356	13,727,845
60,938,642	67,790,494	73,865,734	74,504,503	73,118,521

\* After 1914 gross, i. e., including energy used at generating stations.

\* Energy used by Richmond L. & R. R. Co. and associated companies for transportation purposes is not included in sales.

† Operating expenses, uncollectible bills and taxes, less all revenue other than for energy sold to consumers.

\* In the form of report adopted by the Commission in 1916, rents paid for property used in gas or electrical operations are deducted from operating income before stating gross income; but in order to preserve comparison with previous years these payments (amounting to \$5,132,845 in 1916, \$5,542,582 in 1917 and \$5,716,175 in 1918) are here shown as deductions from gross income.

During 1918 the gas companies sold to the public 50,617,495,000 cubic feet of gas, and received therefor the sum of \$41,244,245, at an average price of 81.49 cents per 1,000 cubic feet. The amount of gas sold was 3,583,376,000 cubic feet or 7.62 per cent more than in the previous fiscal year, and revenue from sales was \$2,971,722 or 7.76 per cent greater.

The electrical companies in the same period sold to the public 963,799,643 kilowatt hours and received therefor \$41,370,452, an increase of 26,681,221 kilowatt hours or 2.85 per cent over the previous year. The revenue received in 1918 was \$567,983 or 1.39 per cent more than in 1917.

The increases in revenue from sales of gas and electricity as noted above were, however, more than offset by increases in expenses, so that the operating income for the last fiscal year from both services was \$1,707,605 or 11.77 per cent less than in 1917 and \$4,658,342 or 26.69 per cent less than in 1916.

#### SURVEY OF GAS PRESSURES

A change in residential areas, partly occasioned by the opening of new rapid transit lines, has resulted in the past few years in an extensive shifting of population and in the building up of new areas, and has rendered inconclusive, as to certain parts of the city, the gas pressure survey made by the Commission during 1911. As the population in any particular area increases the maximum demand upon the gas mains undergoes a corresponding increase. If the mains are insufficient for the demand the pressure decreases and complaints from consumers appear as a consequence.

Recognizing that conditions have materially changed since 1911, especially during the period of the war, the Commission's Bureau of Gas and Electricity is making a new and comprehensive survey, to the end that the Commission will have at its disposal reliable data on the subject of gas pressures throughout the First District. The conditions which prevailed during a period of extreme cold weather in the early winter of 1918, causing extraordinary demands upon the facilities of the companies, revealed to them the necessity of improvements in the

physical layout of their distributing systems. Many of these improvements have been carried out.

A striking example of the effect of a shift in population upon the facilities of a gas company was called to the attention of the Commission in August, 1919. During that month a number of complaints were received from consumers of the Brooklyn Borough Gas Company residing in a bungalow colony in the vicinity of Sheepshead Bay. A detailed pressure survey was made and disclosed the inadequacy of the main supply pipes.

The district had been developed in a short period from a section of a few widely separated houses to a colony of closely built-up bungalows housing several hundred persons, and the use of gas vastly increased in a short time. Upon the gravity of the situation as to the menace to lives and health caused by the low pressures being called to the attention of the Commission, summary measures were taken to relieve conditions. Gas service was temporarily cut off from several consumers and the company ordered to install mains of adequate capacity. Within four weeks the new mains were in place and gas service was restored to all consumers.

#### GAS AND ELECTRIC COMPLAINTS

Informal complaints to the Commission from gas and electric users were less in number than in any recent year. The Commission attempts to adjust such complaints in the briefest time possible, as they generally concern very materially the comfort of the consumers and their settlement is of immediate moment and importance. Where such complaints are not easily settled by the Commission's inspectors, by correspondence or telephonic communication with the company, and the occasion warrants such measures, they are made the subject of formal proceedings by the Commission.



The several complaints not relating either to tests of gas or electric meters were classified as follows:

Overindexing of gas and electric meters.....	260
Interruption of supply of gas.....	83
Shortage and overcharges on prepayment meters.	12
Bills rendered for gas and electricity.....	325
Alleged inadequate supply of gas.....	59
Discontinuance of electricity.....	6
Incorrect billings for gas and electricity.....	54
Failure to supply electricity.....	103
Failure to supply gas.....	163
Failure to refund on deposits.....	7
Failure to remove meters .....	7
Increased rental of gas ranges .....	1
Failure to repair gas ranges .....	5
Discontinuance of gas service.....	13
Charge for installation of electric service.....	50
Failure to rebate as result of test of meters by Commission .....	8
Estimated bills for gas and electricity.....	6
Refusal to install or change gas ranges.....	7
Leaking house pipes, service pipes and meters..	22
Miscellaneous .....	22
<b>Total .....</b>	<b>1229</b>

#### GAS AND ELECTRIC METER TESTS

The Commission tested some 325,000 gas meters and 242 electric meters during 1919. Of such tests 3,302 were made in response to complaints as to the condition of meters and their accuracy of registration. These tests were in addition to those made upon electric meters by companies and catalogued elsewhere in this report.

The following tables, A to I inclusive, give the results of tests of gas meters by the Commission during 1919:

TABLE A — GAS METERS TESTED — 1919

Months	Kind of meters	Size												Total	Grand total	
		3 light	5 light	10 light	20 light	30 light	45 light	60 light	80 light	100 light	150 light	200 light	250 light			300 light
Jan.....	Complaint.....	192	297	24	9	1	1	1	1	1	1	1	1	1	526	26,542
	New.....	20	2,413	12	47	122	6	36	1	34	12	10	1	4	2,668	
	Repaired and removed.....	8,716	13,398	726	252	77	77	40	1	1	12	10	1	1	23,348	
Feb.....	Complaint.....	109	333	30	13	2	1	2	2	1	1	1	1	1	491	23,838
	New.....	99	1,779	119	45	51	24	32	6	28	12	3	1	2	2,166	
	Repaired and removed.....	7,971	11,625	1,004	325	142	86	26	1	2	13	3	1	1	21,231	
March.....	Complaint.....	143	304	22	13	2	4	4	4	3	4	4	3	6	495	29,248
	New.....	502	2,291	7	26	97	12	2	5	7	11	6	3	6	2,918	
	Repaired and removed.....	10,598	18,604	818	268	266	124	49	1	44	11	1	1	1	25,865	
April.....	Complaint.....	88	216	14	9	3	1	1	1	3	26	1	1	2	332	32,267
	New.....	50	4,874	130	37	152	3	49	1	3	26	1	1	1	5,325	
	Repaired and removed.....	9,482	15,690	916	281	136	103	30	1	37	5	7	1	1	26,610	
May.....	Complaint.....	54	138	13	4	1	1	2	1	1	1	1	1	1	211	31,380
	New.....	49	4,807	49	13	131	96	49	1	32	7	6	1	3	5,050	
	Repaired and removed.....	9,514	14,949	993	364	120	1	33	1	1	1	1	1	1	26,119	
June.....	Complaint.....	44	100	7	5	1	1	2	1	1	1	1	1	1	161	25,456
	New.....	6	3,298	33	51	98	70	29	4	4	13	10	3	4	3,442	
	Repaired and removed.....	8,075	12,372	822	268	130	100	51	10	30	8	1	1	1	21,833	
July.....	Complaint.....	25	78	7	2	1	1	22	1	1	1	1	1	1	114	26,277
	New.....	901	1,633	122	1	113	100	28	1	29	12	5	1	3	2,793	
	Repaired and removed.....	10,268	11,370	1,058	370	126	100	28	1	29	1	1	1	1	23,370	
August.....	Complaint.....	17	39	7	1	1	1	1	1	1	1	1	1	1	67	27,861
	New.....	16	2,479	50	51	192	1	10	1	6	12	2	4	1	2,819	
	Repaired and removed.....	10,746	12,370	1,262	369	164	101	27	1	44	10	7	1	1	23,107	
Sept.....	Complaint.....	52	68	1	1	3	8	12	1	4	21	3	2	1	126	25,709
	New.....	2	2,265	1,064	391	136	69	19	2	11	3	3	2	1	2,476	
	Repaired and removed.....	11,612	9,772	1,064	391	136	69	19	2	11	3	3	2	1	23,107	

TABLE A — GAS Meters TESTED — 1919 — Concluded

MONTHS	Kind of meters	SIZES													Total	Grand total
		3 light	5 light	10 light	20 light	30 light	45 light	60 light	80 light	100 light	150 light	200 light	250 light	300 light		
Oct.	Complaint.....	35	111	6	1	136	1	30	...	8	1	...	...	...	154	27,565
	New.....	175	3,230	235	54	186	7	30	...	20	6	...	...	...	3,926	
	Repaired and removed.....	10,076	11,797	1,005	275	179	69	50	...	20	...	4	2	2	23,485	
Nov.	Complaint.....	30	105	4	2	2	2	2	...	2	7	...	...	...	154	22,214
	New.....	303	3,894	225	53	247	...	17	...	30	10	3	1	7	4,750	
	Repaired and removed.....	8,062	7,939	880	209	112	49	28	...	2	...	...	...	...	17,310	
Dec.	Complaint.....	48	167	8	3	...	1	1	...	1	...	...	...	...	229	25,779
	New.....	88	4,067	193	53	223	4	14	...	2	20	...	1	5	4,665	
	Repaired and removed.....	8,549	10,651	1,069	295	153	69	32	4	37	18	2	...	...	20,885	
	Totals.....	116,667	184,223	12,915	4,189	3,517	1,088	751	33	425	244	70	21	43	324,186	324,186

TABLE B — GAS METERS TESTED ON COMPLAINT — JANUARY 1, 1919, TO DECEMBER 31, 1919

COMPANIES	Total number tested	Over 2 per cent fast	Over 2 per cent slow	Between 2 per cent fast and 2 per cent slow	Per cent of meters over 2 per cent fast	Per cent of meters over 2 per cent slow
Consolidated Gas Co. ....	899	215	268	416	23.9	29.8
New Amsterdam Gas Co. ....	144	87	87	70	25.8	25.4
N. Y. Mutual Gas Light Co. ....	220	48	59	113	21.8	26.7
Standard Gas Light Co. ....	91	17	34	40	18.7	37.4
Central Union Gas Co. ....	167	51	40	76	30.6	23.9
Northern Union Gas Co. ....	83	22	17	44	26.5	20.5
Brooklyn Union Gas Co. ....	657	151	188	318	22.9	28.6
Flatbush Gas Co. ....	67	12	21	34	17.9	31.3
Newtown Gas Co. ....	47	7	8	32	14.9	17.0
Jamaica Gas Light Co. ....	7	.....	1	6	.....	14.3
Richmond Hill & Queens Gas Co. ....	19	4	4	11	21.0	21.1
Woodhaven Gas Light Co. ....	34	7	12	15	20.6	35.3
Kings County Lighting Co. ....	226	94	35	97	41.6	15.5
New York & Queens Gas Co. ....	33	16	3	14	48.5	9.1
Queens Borough Gas & Electric Co. ....	7	4	.....	3	57.1	.....
New York & Richmond Gas Co. ....	123	60	21	42	48.8	17.0
Bronx Gas & Electric Co. ....	67	23	4	40	34.3	5.9
Westchester Light Co. ....	7	4	.....	3	57.1	.....
East River Gas Co. ....	22	4	6	12	18.1	27.3
Brooklyn Borough Gas Co. ....	140	39	34	67	27.8	24.3
Totals.....	3,060	815	792	1,453	26.6	25.9

TABLE C — NEW METERS TESTED, 1919

MONTH	Total correct	Total rejected	Grand total	Per cent correct	Per cent rejected
January.....	2,624	34	2,668	98.7	1.3
February.....	2,138	28	2,166	98.7	1.3
March.....	2,933	16	2,948	99.4	0.6
April.....	5,314	11	5,325	99.8	0.2
May.....	5,038	17	5,055	99.7	0.3
June.....	3,424	18	3,442	99.5	0.5
July.....	2,773	20	2,793	99.3	0.7
August.....	2,812	7	2,819	99.7	0.3
September.....	2,457	19	2,476	99.2	0.8
October.....	3,914	12	3,926	99.7	0.3
November.....	4,730	20	4,750	99.5	0.5
December.....	4,657	8	4,665	99.8	0.2
Totals.....	42,819	209	43,028	99.5	0.5

TABLE D — REPAIRED AND REMOVED METERS TESTED, 1919

MONTH	Total correct	Total rejected	Grand total	Per cent correct	Per cent rejected
January.....	21,917	431	22,348	98.1	1.9
February.....	20,821	410	21,231	98.6	1.4
March.....	25,140	665	25,805	97.4	2.6
April.....	25,998	612	26,610	97.6	2.4
May.....	25,591	528	26,119	98.0	2.0
June.....	21,560	293	21,853	98.7	1.3
July.....	22,947	423	23,370	98.2	1.8
August.....	24,394	581	24,975	97.6	2.4
September.....	22,463	644	23,107	97.2	2.8
October.....	22,931	554	23,485	97.6	2.4
November.....	16,740	570	17,310	96.7	3.3
December.....	20,223	662	20,885	96.6	3.4
Totals.....	270,725	6,373	277,098	97.6	2.4

TABLE E — COMPLAINT METERS, 1919

MONTH	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919
January.....	.....	635	569	533	567	498	407	318	345	337	284	401	526
February.....	.....	978	384	720	669	570	426	379	468	392	471	710	491
March.....	.....	1,192	488	598	541	428	368	343	308	279	967	851	495
April.....	.....	651	397	300	215	307	228	299	175	248	352	639	332
May.....	.....	668	301	253	219	294	194	246	171	245	249	328	211
June.....	.....	547	222	233	244	216	184	184	122	146	209	234	161
July.....	197	337	184	162	177	137	192	126	121	127	176	193	114
August.....	83	241	177	179	209	133	122	107	118	117	148	159	67
September.....	181	250	191	184	154	167	121	131	93	110	133	114	126
October.....	268	549	324	373	322	267	183	181	162	117	203	184	154
November.....	328	526	431	463	366	366	325	261	231	197	293	227	154
December.....	505	772	429	500	462	466	384	322	266	237	314	410	229
Totals.....	1,562	7,346	4,079	4,428	4,425	3,830	3,084	2,880	2,578	2,552	3,787	4,450	3,060

TABLE F — New Gas Meters Tested — 1919

Month	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919
January.....	6,164	4,078	4,638	7,918	9,507	8,254	4,497	2,651	7,685	4,615	3,976	961	2,668
February.....	2,967	2,189	3,672	6,740	4,606	5,462	4,436	2,365	4,855	3,976	3,976	895	2,166
March.....	3,919	4,108	4,742	8,665	5,847	5,931	3,192	3,865	3,208	4,574	4,574	2,075	2,948
April.....	7,488	3,653	4,764	6,945	6,556	6,617	3,259	2,500	4,443	4,475	4,475	2,653	5,325
May.....	6,018	2,772	5,484	5,484	6,192	6,237	3,182	2,707	4,736	5,634	5,634	1,642	5,050
June.....	4,579	5,703	5,512	4,461	4,402	5,592	4,270	3,942	5,169	4,048	4,048	2,022	3,442
July.....	2,497	6,827	4,928	2,380	5,057	5,621	5,249	2,070	6,180	3,103	3,103	821	2,713
August.....	6,657	4,476	4,693	2,600	7,773	5,011	5,643	1,114	4,912	4,442	4,442	566	2,819
September.....	8,850	5,303	5,433	7,803	7,168	7,516	7,583	8,449	6,201	3,169	3,169	763	2,478
October.....	10,817	6,602	11,748	11,216	8,907	8,907	8,988	7,262	4,151	2,270	2,270	1,949	3,928
November.....	7,718	6,632	9,188	10,377	5,622	6,212	5,195	6,175	5,870	10,440	10,440	1,949	4,760
December.....	7,439	5,597	7,051	11,389	7,134	6,398	6,317	7,558	3,969	9,031	9,031	1,819	4,665
Totals.....	44,227	63,414	55,939	70,103	78,389	77,082	75,464	59,757	63,737	82,258	82,258	18,456	43,028

TABLE G — Repaired and Removed Meters Tested — 1919

Month	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919
January.....	22,062	29,480	20,276	26,731	26,952	26,000	27,419	25,633	31,490	25,945	25,945	19,263	22,348
February.....	20,642	26,069	18,562	23,744	26,734	24,757	23,879	26,517	26,363	25,789	25,789	16,492	21,231
March.....	23,187	30,631	25,171	30,416	26,710	27,854	26,916	32,653	28,651	25,470	25,470	21,266	26,805
April.....	22,640	27,197	26,423	27,922	32,106	26,676	26,152	27,440	24,567	25,215	25,215	25,966	26,610
May.....	22,617	24,576	23,852	27,797	26,833	22,769	24,106	30,003	24,889	23,969	23,969	23,721	26,119
June.....	21,349	24,532	22,326	26,146	25,406	24,082	23,325	27,018	25,999	23,341	23,341	19,012	21,853
July.....	3,086	21,752	24,349	24,402	23,675	20,945	20,313	26,808	20,662	19,826	19,826	18,356	23,370
August.....	11,861	20,901	23,394	26,209	24,603	19,208	21,430	31,648	26,453	19,019	19,019	16,290	24,975
September.....	12,210	23,715	22,291	28,291	24,245	23,625	25,371	31,405	24,960	19,306	19,306	13,729	23,107
October.....	17,621	23,739	21,620	20,413	26,951	26,468	26,015	22,188	25,905	18,474	18,474	16,482	23,485
November.....	17,333	18,629	26,718	24,974	21,860	20,670	22,034	21,860	20,670	17,630	17,630	14,610	17,310
December.....	19,946	27,078	26,578	29,493	26,303	26,658	22,951	28,820	21,702	19,622	19,622	17,492	20,885
Totals.....	82,057	297,775	274,066	326,420	320,006	286,396	286,727	330,803	302,704	262,155	262,155	222,682	277,098

TABLE H — GAS Meters Tested ON COMPLAINT — 1919  
[Arranged according to months and gas companies]

COMPANIES	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Consolidated Gas Company.....	195	177	155	106	60	50	27	10	20	30	30	39	899
New Amsterdam Gas Company.....	26	26	28	13	10	5	4	5	6	1	1	12	144
Standard Gas Light Company.....	14	9	14	12	6	6	2	1	2	4	5	16	91
New York Mutual Gas Light Company.....	63	26	52	25	22	12	7	1	6	3	1	2	220
Central Union Gas Company.....	18	28	28	21	9	12	2	4	15	6	10	14	167
Northern Union Gas Company.....	24	8	7	8	3	1	1	3	12	4	8	3	83
Bronx Gas & Electric Company.....	1	.....	9	6	3	1	1	14	10	3	10	9	67
Westchester Lighting Company.....	1	.....	2	1	1	.....	.....	.....	1	1	.....	.....	7
Brooklyn Union Gas Company.....	73	113	103	74	64	36	28	4	.....	47	1	.....	657
Flatbush Gas Company.....	19	14	6	7	4	.....	3	.....	.....	7	3	4	67
Newtown Gas Company.....	8	7	5	2	2	3	.....	.....	.....	1	10	4	47
Kings County Lighting Company.....	33	35	40	23	8	10	10	7	32	5	11	12	226
Brooklyn Borough Gas Company.....	15	19	14	12	9	12	6	6	12	16	12	7	140
Queens Borough Gas & Electric Company.....	1	.....	.....	.....	.....	.....	4	1	.....	.....	.....	.....	7
Jamaica Gas Light Company.....	2	.....	2	.....	.....	.....	1	.....	.....	.....	.....	1	7
Woodhaven Gas Light Company.....	4	8	1	3	1	3	1	.....	.....	4	4	4	34
Richmond Hill and Queens County Gas Light Company.....	3	5	1	2	1	1	2	.....	.....	1	1	2	19
New York & Queens Gas Company.....	2	3	5	4	2	4	2	3	.....	3	1	1	33
East River Gas Company.....	2	4	12	.....	.....	.....	2	.....	.....	.....	1	1	22
New York & Richmond Gas Company.....	22	10	11	13	6	4	4	8	10	18	10	7	123
<b>Total.....</b>	<b>526</b>	<b>491</b>	<b>495</b>	<b>332</b>	<b>211</b>	<b>161</b>	<b>114</b>	<b>67</b>	<b>126</b>	<b>154</b>	<b>154</b>	<b>229</b>	<b>3,060</b>

TABLE I—GAS METERS TESTED ON COMPLAINT, JANUARY 1, 1919, TO DECEMBER 31, 1919  
[Arranged as to number of years in service]

TIME OF SERVICE	O. K.	Fast	Slow	Total	O. K. in per cent of meters tested	Fast meters in per cent of meters tested	Slow meters in per cent of meters tested	PERCENTAGE		Average per cent fast of all meters tested	Average per cent slow of all meters tested
								Fast	Slow		
1 year or less.....	46	156	220	422	10.9	36.9	52.2	370.75	533.53	2.37	0.88
1 to 2 years.....	53	216	309	578	9.2	37.4	53.4	643.81	970.53	2.99	1.11
2 to 3 years.....	54	176	299	529	10.2	33.3	56.5	577.84	1,019.30	3.29	1.09
3 to 4 years.....	36	127	226	389	9.3	32.7	58.0	401.15	643.03	3.16	1.04
4 to 5 years.....	38	165	160	363	10.5	45.4	44.1	511.43	597.05	3.10	1.12
5 to 6 years.....	28	96	140	264	10.4	36.3	53.3	319.41	561.38	3.33	1.21
6 to 7 years.....	35	176	175	386	9.1	45.6	45.3	562.76	700.24	3.19	1.46
Unknown.....	18	58	53	129	14.0	44.9	41.1	172.03	140.63	2.28	1.33
Totals.....	308	1,170	1,582	3,060	10.1	38.2	51.7	3,659.18	5,166.28	3.04	1.16

NOTE.—813 of the fast meters, or 26.7 per cent of meters tested, were over 2 per cent fast; 792 of the slow meters, or 25.9 per cent of meters tested, were over 2 per cent slow.

The results of tests of electric meters are shown in the following tables:



TABLE J — ELECTRIC METERS TESTED ON COMPLAINT — 1919

Month	NUMBER TESTED			Num- ber found creep- ing	PERCENTAGE		NUMBER FAST				NUMBER SLOW			
	Fast	Slow			Fast	Slow	4- 10 per cent	10- 20 per cent	20- 30 per cent	Above 30 per cent	4- 10 per cent	10- 20 per cent	20- 30 per cent	Above 30 per cent
		Total												
January.....	14	9	23	1	170.4	15.8	1	.....	.....	1	1	.....	.....	.....
February.....	9	12	21	.....	12.8	14.4	.....	.....	.....	.....	.....	.....	.....	.....
March.....	17	16	33	1	27.5	17.2	.....	.....	.....	.....	.....	.....	.....	.....
April.....	28	14	42	.....	49.0	17.2	2	.....	.....	.....	1	.....	.....	.....
May.....	18	21	39	.....	39.9	7.1	1	1	.....	.....	.....	.....	.....	.....
June.....	24	11	35	.....	41.7	15.4	3	.....	.....	.....	.....	.....	.....	.....
July.....	6	2	8	.....	3.8	4.3	.....	.....	.....	.....	.....	.....	.....	.....
August.....	6	2	8	.....	9.9	8.0	.....	.....	.....	.....	1	.....	.....	.....
September.....	3	5	8	.....	6.3	1.9	.....	.....	.....	.....	.....	.....	.....	.....
October.....	8	2	10	.....	2.9	6.6	.....	.....	.....	.....	.....	.....	.....	.....
November.....	10	6	16	.....	10.3	18.9	1	.....	.....	.....	1	.....	.....	.....
December.....	13	12	25	.....	108.6	18.3	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	151	91	242	2	482.3	134.9	10	1	.....	2	4	.....	.....	.....

TABLE Ja — ELECTRIC METERS TESTED ON COMPLAINT — 1919

MONTH	PERCENTAGE OF NUMBER TESTED		Per centage of number found creeping	AVERAGE PERCENTAGE		AVERAGE PERCENTAGE FAST			AVERAGE PERCENTAGE SLOW				
	Fast	Slow		Fast	Slow	4-10 per cent	10-20 per cent	20-30 per cent	Above 30 per cent	4-10 per cent	10-20 per cent	20-30 per cent	Above 30 per cent
January.....	60.9	39.1	100	12.1	1.7	5.1	.....	.....	152.0	5.0	.....	.....	.....
February.....	42.9	57.1	100	1.4	1.2	.....	.....	.....	.....	.....	.....	.....	.....
March.....	73.9	26.1	100	1.6	1.2	4.5	.....	.....	.....	.....	.....	.....	.....
April.....	66.6	33.4	100	1.8	1.2	5.6	.....	.....	.....	5.8	.....	.....	.....
May.....	76.1	23.9	100	2.5	1.4	4.5	10.2	.....	.....	.....	.....	.....	.....
June.....	68.6	31.4	100	1.7	1.4	4.4	.....	.....	.....	.....	.....	.....	.....
July.....	75.0	25.0	100	0.6	2.1	.....	.....	.....	.....	.....	.....	.....	.....
August.....	54.5	45.5	100	1.5	1.6	4.1	.....	.....	.....	5.5	.....	.....	.....
September.....	60.0	40.0	100	2.1	0.9	.....	.....	.....	.....	.....	.....	.....	.....
October.....	41.7	58.3	100	0.6	0.9	.....	.....	.....	.....	.....	.....	.....	.....
November.....	62.5	37.5	100	1.0	3.3	5.7	.....	.....	.....	10.5	.....	.....	.....
December.....	52.0	48.0	100	8.9	1.3	93.2	.....	.....	.....	.....	.....	.....	.....
Totals.....	61.2	38.8	100	3.0	1.5	15.9	10.2	.....	152.0	6.7	.....	.....	.....

TABLE K — ELECTRIC METERS TESTED ON COMPLAINT — 1919

COMPANIES	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
New York Edison Company.....	4	6	6	3	5	5	2	7	...	2	6	9	55
Brooklyn Edison Company.....	12	9	6	29	10	15	4	4	...	5	2	6	104
United Electric Light & Power Company.....	4	...	3	2	...	2	...	...	...	1	...	1	13
Bronx Gas & Electric Company.....	1	...	...	1	...	...	...	...	...	2	...	...	6
Queens Borough Gas & Electric Company.....	...	...	...	...	...	1	...	...	...	...	...	3	4
New York & Queens Electric Light and Power Co.....	...	1	6	5	6	10	2	...	3	...	2	...	35
Westchester Lighting Company.....	...	...	...	...	...	...	...	...	...	...	2	...	4
Flatbush Gas Company.....	2	4	...	2	...	1	...	...	...	1	...	2	12
Richmond Light & Railroad Company.....	...	1	2	...	...	1	...	...	...	...	2	2	9
Totals.....	23	21	23	42	21	35	8	11	5	12	16	25	242

Daily tests are made by the Commission's Bureau of Gas and Electricity in conjunction with the Department of Water Supply, Gas and Electricity of the City of New York, to determine the photometric and calorimetric value of the gas supplied by the several gas companies operating in New York. The results of such tests are shown in tables L and M, which follow:

TABLE L — SUMMARY OF ILLUMINATING VALUE TESTS OF GAS MADE DURING 1919

COMPANY	Number of stations at which tests were made	Total number of tests made	Number of days on which tests were made	Number of days below 22 candle-power	Maximum candle-power	Minimum candle-power	Average of monthly averages
Consolidated system:							
Consolidated Gas Co. ....	7	1,556	248	59	25.4	17.8	22.4
New Amsterdam Gas Co. ....	2	494	248	61	25.8	18.9	22.4
New York Mutual Gas Light Co. ....	2	325	246	126	25.8	17.5	21.9
Standard Gas Light Co. ....	1	246	246	64	24.8	19.1	21.9
Central Union Gas Co. ....	1	248	248	35	24.2	20.3	22.6
New York & Queens Gas Co. ....	1	277	240	78	27.9	16.2	22.6
Consolidated system:							
Brooklyn Union Gas Co. ....	14	3,146	249	56	27.9	16.2	22.3
Independent companies:							
Bronx Gas & Electric Co. ....	4	1,145	249	201	28.8	10.8	19.4
Kings County Lighting Co. ....	1	248	248	60	26.9	14.8	22.8
Brooklyn Borough Gas Co. ....	1	374	248	248	21.2	12.5	15.9
Queens Borough Gas & Electric Co. ....	1	371	240	223	23.1	13.4	19.5
New York & Richmond Gas Co. ....	1	240	240	72	26.4	18.1	22.3
Independent companies:							
Independent companies. ....	5	1,473	249	249	26.9	12.5	19.8
All companies .....	23	5,764	250	207	28.8	10.8	21.3

TABLE M — SUMMARY OF HEATING VALVE TESTS OF GAS MADE DURING 1919  
RESULTS IN BRITISH THERMAL UNITS

COMPANY	Number of stations at which tests were made	Total number of tests made	Number of days on which tests were made	Maximum B. T. U.	Minimum B. T. U.	Average of monthly averages
Consolidated system:						
Consolidated Gas Co. ....	9	938	248	701	599	640
New Amsterdam Gas Co. ....	4	492	244	691	597	663
New York Mutual Gas Light Co. ....	4	475	245	684	604	648
Standard Gas Light Co. ....	1	227	227	692	635	668
Central Union Gas Co. ....	1	188	188	714	647	686
New York & Queens Gas Co. ....	1	117	117	692	575	642
Northern Union Gas Co. ....	1	332	190	685	635	664
Westchester Lighting Co. ....	1	345	192	706	631	644
East River Gas Co. ....	1	18	18	683	633	661
Consolidated system:						
Consolidated Gas Co. ....	23	3,132	248	714	575	659
Brooklyn Union system:						
Brooklyn Union Gas Co. ....	4	607	206	708	532	622
Flatbush Gas Co. ....	1	71	63	666	587	630
Newtown Gas Co. ....	1	202	117	659	589	623
Woodhaven Gas Light Co. ....	1	245	149	659	566	626
Richmond Hill & Queens County Gas Light Co. ....	1	244	136	678	597	624
Jamaica Gas Light Co. ....	1	272	170	660	574	621
Brooklyn Union system:						
Brooklyn Union Gas Co. ....	9	1,641	238	708	532	622
Independent companies:						
Bronx Gas & Electric Co. ....	1	188	188	736	594	684
Kings County Lighting Co. ....	1	163	163	630	563	589
Brooklyn Borough Gas Co. ....	1	162	162	651	586	618
Queens Borough Gas & Electric Co. ....	1	77	77	710	602	648
New York & Richmond Gas Co. ....	1	183	183	664	530	592
Independent companies:						
Independent companies: ....	5	772	218	736	520	624
All companies: ....	37	5,545	248	736	520	646

The following table lists accidents as reported to the Commission by light, heat and power companies:

CLASSIFIED ACCIDENTS REPORTED BY LIGHT, HEAT AND POWER COMPANIES, 1919

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Asphyxiation in works.....	17	9	9	7	9	7	5	2	5	2	1	5	10
Asphyxiation on distribution system.....										10	20	11	111
Electric shocks in works.....		1				2				3			7
Electric shocks on distribution system.....													3
Explosions in works.....	13	17	14	17	16	16	10	14	14	18	20	16	183
Explosions on distribution system.....	4		1		1	2	3	3	3	2			3
Short circuits in works.....	175	10	8	10	6	8	13	9	9	13	13	14	121
Short circuits on distribution system.....	178	160	146	137	165	174	186	202	167	201	205	172	2,090
Other accidents in works.....	178	182	194	194	198	202	237	262	192	219	215	241	2,514
Other accidents on distribution system.....													
Totals.....	391	379	372	365	398	411	456	499	390	468	475	460	5,064
INJURIES													
Employees.....	353	339	344	327	362	375	428	471	354	425	410	226	4,414
Others.....	38	37	28	38	36	36	28	28	36	43	65	12	425
Totals.....	391	376	372	365	398	411	456	499	390	468	475	238	4,839
SERIOUS (included in above)													
Killed.....		1	2		1	1				1		3	9
Fractured skulls.....				1			1					1	3
Amputated limbs.....			1									1	2
Broken limbs.....								1	1	1		1	5
Other serious.....		5	3	1		4					2	3	18
Totals.....		6	6	2	1	5	1	1	1	2	3	9	37

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## APPENDIX

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### ORDERS OF THE COMMISSION ISSUED IN 1919

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#### TABLE OF CONTENTS

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	PAGE
Blank forms of orders, resolutions and notice.....	155
Applications for authority to issue stocks, bonds and securities.....	157
Applications for approval of abandonment of routes.....	174
Applications as to grade crossings.....	179
Annual and other reports and information required to be filed by corporations...	190
Inspection and testing of locomotive boilers.....	210
Investigations.....	211
Matters relating mainly to equipment.....	221
Matters relating mainly to operation.....	227
Matters relating mainly to service.....	237
Miscellaneous matters.....	269
Other matters relating to electrical corporations.....	277
Other matters relating to gas corporations.....	289
Other matters relating to steam corporations.....	304
Rates, fares and charges.....	306
Safety precautions.....	341
Stations and station platforms.....	345
Tracks and switches.....	355





## APPENDIX

### ORDERS OF THE COMMISSION ISSUED IN 1919

#### BLANK FORMS OF ORDERS, RESOLUTIONS AND NOTICE

**NOTE 1. COMPLAINT ORDERS.**—Such orders were issued in substantially the following form :

Before the Public Service Commission for the First District,  
No. 49 Lafayette Street, Borough of Manhattan, New York  
City, ..... day of ....., 1919.

**PRESENT :**

.....  
Commissioner.

..... Complainant,  vs. ..... Defendant. (Subject-matter of Complaint.)	} Case No. _____, Complaint Order
---	--------------------------------------

The complaint herein dated ....., 1919, having been received and filed :  
*Ordered*, That the matters therein complained of be satisfied or that the charges  
be answered in writing by the ..... Company within ten days after service  
upon it of a certified copy of this order and a copy of the complaint.

**BY THE COMMISSION**

.....  
*Secretary*

**NOTE 2. EXTENSION ORDERS.**—Orders extending the time within which to  
answer complaints, or within which to comply with the provisions of final orders  
previously issued, were issued in substantially the following form :

Before the Public Service Commission for the First District,  
No. 49 Lafayette Street, Borough of Manhattan, New York  
City, ..... day of ....., 1919.

**PRESENT :**

.....  
Commissioner.

..... Complainant,  vs. ..... Defendant. (Subject-matter of Complaint.)	} Case No. _____, Extension Order
---	--------------------------------------

Application in writing, dated ....., 1919, having been made by the  
..... Company for an extension of time within which to answer the  
complaint in the above-entitled matter pursuant to the Order therein adopted  
....., 1919, and the Commission being of the opinion that said application  
should be granted, it is

*Ordered*, That the time of the ..... Company be and the same hereby  
is extended to ....., 1919, within which to file and serve its answer to  
the above-mentioned complaint.

**BY THE COMMISSION**

.....  
*Secretary*

156 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

NOTE 3. HEARING NOTICES.—Such notices upon complaints and answers were issued in substantially the following form:

Before the Public Service Commission for the First District.  
No. 49 Lafayette Street, Borough of Manhattan, New York  
City, ..... day of ....., 1919.

PRESENT:

.....  
Commissioner.

..... Complainant,	} Case No. _____, Notice of Hearing
vs.	
..... Defendant.	

(Subject-matter of Complaint.)

*Please take Notice*, That the Public Service Commission for the First District will give a hearing in the above-entitled matter on (day of week), (day of month), 1919, at .... o'clock .. M., at the hearing rooms of the Commission, at No. 49 Lafayette Street, Borough of Manhattan, City of New York, or at such other time and place to which the same may be adjourned.

BY THE COMMISSION

To..... Company.  
.....  
Complainant.

.....  
Secretary

NOTE 4. ORDERS FOR HEARING WITH NOTICE.—Such orders in proceedings arising upon applications from companies were issued in substantially the following form:

Before the Public Service Commission for the First District.  
No. 49 Lafayette Street, Borough of Manhattan, New York  
City, ..... day of ....., 1919.

PRESENT:

.....  
Commissioner.

Application of (Subject-matter.)	} Case No. _____ Order for Hearing with Notice
IN THE MATTER OF THE	

This Commission having received a letter, dated ....., signed by ....., Counsel for .....,  
(Substance of Application.)

It is

*Ordered*, That the application by and on behalf of the ..... Company be heard by the Commission at its office, No. 49 Lafayette Street, Borough of Manhattan, City of New York, on the .... day of ....., 1919, at ..... o'clock in the .... noon of that day.

*Further ordered*, That said company publish the annexed notice of the time, place and purpose of said hearing in the following newspapers, namely, ..... and ..... on at least two days prior to the date of said hearing, and file proof of said publication with the Secretary of the Commission on or before the opening of said hearing.

*Further ordered*, That at least five days' notice of said hearing be given to said company, and to the City of New York by service upon each of them either personally or by mail of a certified copy of this Order.

BY THE COMMISSION

.....  
Secretary

**NOTE 5. HEARING ORDERS.**—Such orders in proceedings arising on motion of the Commission were issued in substantially the following form:

Before the Public Service Commission for the First District,  
No. 49 Lafayette Street, Borough of Manhattan, New York  
City, ..... day of ....., 1919.

**PRESENT:**

.....  
Commissioner.

IN THE MATTER  
OF THE  
Hearing on motion of the Commission  
(on the question of)

Case No. \_\_\_\_\_,  
Order for Hearing

*Ordered*, That a hearing be had by and before the Commission upon .....  
at the rooms of the Commission, No. 49 Lafayette Street, Borough of Manhattan,  
City of New York, on the ... day of ...., 1919, at ... o'clock in the ... noon.

*Further ordered*, That three days' notice of hearing be given to said .....  
Company, to the ..... Company and to The City of New York.

BY THE COMMISSION

.....  
Secretary

**NOTE 6. REHEARING ORDERS.**—Such orders upon requests for rehearing as to orders issued by the Commission were issued in substantially the following form:

Before the Public Service Commission for the First District,  
No. 49 Lafayette Street, Borough of Manhattan, New York  
City, ..... day of ..... 1919.

**PRESENT:**

.....  
Commissioner.

IN THE MATTER  
OF THE  
Application of

Case No. \_\_\_\_\_,  
Order for Rehearing

An order having been made in this proceeding on ..... 1919; and  
..... having made application in writing, dated .....  
1919, for a rehearing of the proceedings herein, and, in the judgment of the Com-  
mission, sufficient reason having been made to appear for the granting of said  
application only to the extent of granting a rehearing, it is

*Ordered*, That a rehearing be had on the ..... day of ..... 1919, at  
..... o'clock in the ..... noon, at the hearing room of the Commission, No.  
49 Lafayette Street, Borough of Manhattan, City of New York, and at such time  
and place to which the same may be adjourned, in respect to the terms of the  
order made in this proceeding on ..... 1919, with reference to facts and  
matters not heretofore presented to the Commission in this proceeding.

*Further ordered*, That ..... and ..... be given at least two  
days' notice of said rehearing by service upon them, personally or by mail of a  
certified copy of this order.

BY THE COMMISSION

.....  
Secretary

## APPLICATIONS FOR AUTHORITY TO ISSUE STOCKS, BONDS AND SECURITIES

**Kings County Lighting Company**—Application for approval of issue of  
\$675,000 additional bonds

Case No. 2013,  
Extension Orders

Applications having been made by the Kings County Lighting Company by petitions  
verified December 26, 1918, dated June 30, 1919, and verified December 11, 1919,  
for further extensions of time to and including June 30, 1919, to and including  
December 31, 1919 and to and including June 30, 1920, respectively, within which  
to issue bonds authorized by this Commission by order entered September 8, 1916,  
as amended by the order entered May 25, 1916, the Commission on January 7,

1919, July 3, 1919, and December 19, 1919, made orders (see blank form of extension order, page 156) granting the desired extensions. (For the orders entered in 1916, see Appendix A to Volume I of the Annual Report of the Commission for 1916, page 20).

**City Island Motor Bus Company, Inc.—Issue of \$8,000 capital stock**

Case No. 2355,  
Hearing Resolution  
Order Authorizing Issuance of Stock

This proceeding was begun upon application by petition verified January 16, 1919, by the City Island Motor Bus Company, Inc., pursuant to the provisions of Section 55 of the Public Service Commissions Law, for an order authorizing that company to issue \$8,000 par value of common stock, \$6,000 of which to be issued for certain good-will and property acquired by the company in July, 1916, and \$2,000 of which to be issued for cash paid to the company in March, 1918.

On January 23, 1919, the Commission adopted a resolution (see blank form of hearing resolution with notice, page 156) directing that a hearing be had in this matter on January 30, 1919.

On April 26, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Application of CITY ISLAND MOTOR BUS COMPANY,  
Inc., for the approval of an issue of \$8,000 of its  
capital stock.

Case No. 2355,  
Order Authorizing Issue of  
\$3,850 Stock  
April 26, 1919

Section 1. Application having been made to the Public Service Commission for the First District by City Island Motor Bus Company, Inc., under the provisions of the Public Service Commissions Law, for the consent of the Commission to the issuance by said company of its common capital stock to the amount of Eight thousand dollars (\$8,000), par value, and a hearing having been duly held upon said application before the Commission, Honorable Travis H. Whitney, Acting Chairman, and Honorable F. J. H. Kracke, Commissioner, presiding, and it appearing to the Commission that the authorized capital stock of said company is Ten Thousand Dollars (\$10,000) par value, Eight thousand dollars (\$8,000) of which has been heretofore issued, Six thousand dollars (\$6,000) of which was issued for certain good-will and property acquired by said company in July, 1916, and Two thousand dollars (\$2,000) of which was issued for cash paid into the company in March, 1918; that said stock was issued without the consent or authority of the Commission as required by the provisions of Section 55 of the Public Service Commissions Law and that the failure of said company to make said application to the Commission was due to inadvertence and not to any intention to violate the statute; and it being now the opinion of the Commission:

(1) That the property heretofore paid for by the issue of stock to the amount of Three thousand eight hundred fifty dollars (\$3,850) and the money heretofore procured by the issue of stock to the amount of Two thousand dollars (\$2,000) were reasonably required for the acquisition of property and particularly for the purposes hereinafter stated in this order; and

(2) That said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

(3) That the common capital stock issued as of July 1, 1916, to the amount of Two thousand one hundred fifty dollars (\$2,150) par value, for alleged good-will was not issued for the acquisition of property or for any of the purposes stated in Section 55 of the Public Service Commissions Law, that the issuance of said stock should be disapproved and that the City Island Motor Bus Company, Inc., should immediately take all necessary steps to cancel and annul said stock.

Section 2. *It is ordered*, That the City Island Motor Bus Company, Inc., be and hereby is authorized to issue its common capital stock (1) to the amount of Three thousand eight hundred fifty dollars (\$3,850) par value as of July 1, 1916 for property as follows:

For acquisition of property described as follows:

Two (2) new motor buses.....	\$2,850.00
Two (2) second-hand motor buses.....	1,000.00
	<b>\$3,850.00</b>

and (2) to the amount of Two thousand dollars (\$2,000) as of March 1, 1918, for cash as follows:

For working capital ..... \$2,000 00;  
and that the use of the issue or the proceeds of such stock as described in this Section be and the same hereby is approved.

Section 3. *It is ordered*, That the common capital stock issued by the City Island Motor Bus Company, Inc., as of July 1, 1916, to the amount of Two thousand one hundred fifty dollars (\$2,150), par value, for alleged good-will be and the same hereby is in all respects disapproved.

**Brooklyn Edison Company, Inc.** (formerly Kings County Electric Light and Power Company).—Application for order authorizing issue of \$6,000,000 principal amount of its General Mortgage Gold Bonds, Series A

Case No. 2352,  
Order Authorizing Issuance of Stock  
Memorandum

This proceeding was begun in 1918 upon application of the Kings County Electric Light and Power Company, for an order of the Commission authorizing it to issue \$6,000,000, principal amount of its General Mortgage Gold Bonds, Series A. (See Volume I, Annual Report of the Commission for 1918, page 519.)

On January 27, 1919, the Commission adopted the following order:

IN THE MATTER OF THE PETITION  
OF

**BROOKLYN EDISON COMPANY, INC.**, (formerly Kings County Electric Light and Power Company) for an order authorizing it to issue \$6,000,000 principal amount of its General Mortgage Gold Bonds, Series A.

Case No. 2352,  
Order Authorizing Issuance  
of \$5,500,000 Bonds  
January 27, 1919

Section 1. Kings County Electric Light and Power Company having, by petition, dated and verified December 9, 1918, made application to the Public Service Commission for the First District, under Section 89 of the Public Service Commissions Law, for an order authorizing the said Kings County Electric Light and Power Company, either under that name or under its name as proposed to be changed of Brooklyn Edison Company, Inc., at or after the merger into and with it of the Edison Electric Illuminating Company of Brooklyn, to issue \$6,000,000, par value, of its General Mortgage Gold Bonds, Series A, secured by its general mortgage bearing date as of January 1, 1919, said bonds to be dated as of January 1, 1919, maturing thirty (30) years from the date thereof, and bearing interest at the rate of five (5) per cent., payable semi-annually, and the proceeds of said bonds to be applied toward the reimbursement of the expenditures made for the acquisition of property and the construction, completion, extension and improvement of its plants and facilities since October 1, 1912, not heretofore made the subject of the authorization or issuance of securities, and such reimbursement moneys, to the amount necessary therefor, to be used by the petitioner in the discharge of its obligations, and the Commission having adopted a resolution on the 11th day of December, 1918, that said petition be heard upon the 16th day of December, 1918, and that the petitioner publish a notice of the time and place of such hearing in the manner and as provided in said order, and file proof of such publication with the Secretary of the Commission on or before the opening of said hearing; and said application having been heard before the Commission, Messrs. Ingraham, Sheehan and Moran, by Samuel F. Moran and George L. Ingraham, appearing for the petitioner, William P. Burr, Corporation Counsel, by Vincent Victory, appearing for The City of New York, and the name of the Kings County Electric Light and Power Company having on January 10, 1919, been changed to Brooklyn Edison Company, Inc., and at the hearing the said Brooklyn Edison Company, Inc., having orally upon the record asked leave to amend the petition above described, dated and verified December 9, 1918, as to paragraph III thereof so as to extend the period during which expenditures are claimed to have been made, so that, instead of being from October 1, 1912 to September 30, 1918, the said period should be from October 1, 1912, to December 31, 1918, and as to the prayer thereof so as to extend to December 31, 1918, the period of the expenditures toward the reimbursement of which the proceeds of said bonds are to be applied; and said application having been granted by the Commission, and the petition having been amended accordingly, and the Commission having made investigation and having examined witnesses, books, papers and documents deemed by it to be of importance in enabling it to reach a determination, and the Commission having by its order heretofore made and entered on January 27, 1919, granted its permission and approval to the merger by the Brooklyn Edison Company, Inc., into and with itself of the Edison Electric Illuminating Company of Brooklyn, and granted its consent to the issuance and execution by the Brooklyn Edison Company, Inc., of its general mortgage bearing date as of January 1, 1919, to secure an issue of not to exceed \$100,000,000 of bonds of said Company; and

Section 2. It being now the opinion of the Commission (1) that the money to be procured by the issue of said bonds of the Brooklyn Edison Company, Inc., to the amount of \$5,500,000 face value payable at periods of more than twelve months after the date thereof is necessary to and reasonably required by said company for the reimbursement of moneys actually expended from income or from other moneys in the treasury of the Brooklyn Edison Company, Inc., and the Edison Electric Illuminating Company of Brooklyn not secured by or obtained from the issue of stocks, bonds, notes or other evidences of indebtedness, for the construction, completion, extension or improvement of the facilities, plant or distributing system of the Brooklyn Edison Company, Inc., and for the discharge or lawful refunding of the obligations of the Brooklyn Edison Company, Inc., incurred by it or by the Edison Electric Illuminating Company of Brooklyn and assumed by the Brooklyn Edison Company, Inc., for the acquisition of property or for construction completion, extension or improvement of said facilities, plant or distributing system, and

particularly for the purposes which are hereinafter stated in this order, and (2) that, except as to the following specified amounts of said bonds authorized to be issued hereunder to procure money for the purposes following, to wit:

\$825,000, or so much thereof as may be necessary, to pay expenses of sale and make up discount, said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 3. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by the said Brooklyn Edison Company, Inc., of five million, five hundred thousand dollars (\$5,500,000) face value of principal of bonds of said Brooklyn Edison Company, Inc., bearing date as of January 1, 1919, maturing thirty years from the date thereof, and bearing interest at five (5) per cent. per annum, payable semi-annually, and redeemable on any interest day prior to the maturity thereof at 105 and accrued interest, under and in pursuance of the terms of its general mortgage to be dated as of January 1, 1919.

Section 4. *It is ordered*, That said issue of bonds by the said Brooklyn Edison Company, Inc., is authorized upon the conditions following and not otherwise, to wit:

*FIRST*: That the Brooklyn Edison Company, Inc., shall merge into and with itself the Edison Electric Illuminating Company of Brooklyn before the issuance of any of said bonds.

*SECOND*: That the said Brooklyn Edison Company, Inc., shall sell the said bonds hereby authorized so as to net the said company not less than eighty-five (85) per cent. of the par or face value of the principal thereof, besides interest accrued thereon, and the proceeds thereof shall be applied only to the following purposes, that is to say:

(1) To or toward reimbursement of moneys actually expended from income of said Brooklyn Edison Company, Inc., and said Edison Electric Illuminating Company of Brooklyn or from said other moneys in the treasury of said companies for acquisition of property and for extension and improvement of the facilities, plant and distributing system of Brooklyn Edison Company, Inc., between October 1, 1912, and December 31, 1918.....	\$2,325,000
(2) For the discharge or refunding of obligations of the Brooklyn Edison Company, Inc., incurred by the Edison Electric Illuminating Company of Brooklyn for the acquisition of property or for the construction, completion, extension or improvement of said facilities, plant or distributing system, described below or to any renewals thereof or substitutes therefor.....	2,350,000

*Notes of Edison Electric Illuminating Company of Brooklyn, Outstanding December 30, 1918*

Present date of loan	Renewal of	Borrowed from	Amount
July 12, 1917.....	Demand.....	Kings County Trust Company.....	\$50,000
May 28, 1918.....	Demand.....	Kings County Trust Company.....	50,000
September 5, 1918.....	Demand.....	Kings County Trust Company.....	100,000
July 12, 1917.....	Demand.....	Peoples' Trust Company.....	50,000
November 16, 1917.....	Demand.....	Peoples' Trust Company.....	50,000
August 28, 1918.....	Demand.....	Peoples' Trust Company.....	50,000
September 5, 1918.....	Demand.....	Peoples' Trust Company.....	50,000
August 29, 1917.....	Demand.....	Corn Exchange Bank (Brooklyn Branch).....	100,000
August 29, 1917.....	Demand.....	Mechanics Bank (Fulton Branch).....	100,000
August 28, 1918.....	Demand.....	Mechanics Bank (Fulton Branch).....	50,000
September 5, 1918.....	Demand.....	Mechanics Bank (Fulton Branch).....	50,000
November 16, 1917.....	Demand.....	Nassau National Bank.....	50,000
June 12, 1918.....	Demand.....	Nassau National Bank.....	50,000
August 28, 1918.....	Demand.....	Nassau National Bank.....	50,000
September 11, 1918.....	Demand.....	Nassau National Bank.....	50,000
November 18, 1918.....	November 16, 1917.....	Lawyers Title & Trust Company.....	50,000
December 30, 1918.....	August 28, 1918.....	Lawyers Title & Trust Company.....	50,000
September 11, 1918.....	4 months.....	Lawyers Title & Trust Company.....	50,000
September 30, 1918.....	May 28, 1918.....	Lawyers Title & Trust Company.....	50,000
November 18, 1918.....	November 16, 1917.....	Hamilton Trust Company.....	50,000
October 14, 1918.....	June 12, 1918.....	Hamilton Trust Company.....	50,000
November 18, 1918.....	November 16, 1917.....	Peoples National Bank.....	25,000
August 16, 1918.....	November 16, 1917.....	Brooklyn Trust Company.....	150,000
October 9, 1918.....	6 months.....	Brooklyn Trust Company.....	50,000
December 30, 1918.....	August 28, 1918.....	Title Guarantee & Trust Company.....	50,000
October 9, 1918.....	3 months.....	Title Guarantee & Trust Company.....	50,000
October 17, 1918.....	November 16, 1917.....	Title Guarantee & Trust Company.....	100,000
February 16, 1918.....	November 16, 1917.....	National City Bank of Brooklyn....	25,000
	Demand.....		
December 30, 1918.....	August 28, 1918.....	National City Bank of Brooklyn....	50,000
September 5, 1918.....	4 months.....	Franklin Trust Company.....	100,000
September 5, 1918.....	August 29, 1917.....	Franklin Trust Company.....	100,000
September 16, 1918.....	November 16, 1917.....	Manufacturers Trust Company.....	50,000
February 18, 1918.....	November 16, 1917.....	First National Bank of Brooklyn....	50,000
	Demand.....		
November 26, 1918.....	3 months.....	Central Union Trust Company.....	350,000
Totals.....			\$2,350,000

(3) For expenses of sale of bonds hereby authorized and to make up the discount or deficiency, if any, in the amount realized from the sale to net not less than eighty-five (85) per cent. of par of the bonds sold for the purposes specified in subdivisions (1) and (2) of Section 4, and to be applied pro rata for the purposes therein stated, not exceeding the sum of.....

\$825,000

Total ..... \$5,500,000

**THIRD:** That all discounts, commissions and expenses in connection with the approval, issuance and sale of the said bonds authorized to be issued under this order not to exceed Eight hundred twenty-five thousand dollars (\$825,000) shall be amortized out of the income of the company before the 1st day of January, 1949, by the establishment and maintenance of an amortization fund, and that said Brooklyn Edison Company, Inc., shall pay in cash into the said fund out of the income of the company in each calendar year beginning with the year of the issue of the bonds an amount of money which shall be not less than 1.6 per cent. of the amount of said discount and expenses not exceeding \$825,000 plus five (5) per cent upon all prior payments into said fund until said fund shall equal the amount of said discount and expenses; and that said fund shall be used only by the Company for the purchase or retirement of bonds hereby authorized; or for acquisition of fixed capital; or for other investment purposes approved by the Commission.

**FOURTH:** The Brooklyn Edison Company, Inc., shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of sale or disposal of the bonds hereby authorized to be issued, and on or before the 20th day of each month the company shall make verified reports to the Commission of its receipts and disbursements of the previous month of the proceeds of the said bonds respectively and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

**FIFTH:** The authority hereby given to issue such bonds by the Brooklyn Edison Company, Inc., shall apply only to bonds issued by said company on or before December 31, 1919.

Section 5. *Further ordered,* That the proceeds of the said bonds shall be applied to the reimbursements of the earliest expenditures made between October 1, 1912, and December 31, 1918, not heretofore made the subject of the issuance of securities under Section 69 of the Public Service Commissions Law, and this order is without prejudice to the right of the Brooklyn Edison Company, Inc., to apply by original petition or by petition supplemental to the petition herein for authority to issue additional securities to make further reimbursements of the said expenditures made between October 1, 1912, and December 31, 1918, all questions pertaining to the amount of reimbursement to which petitioner is entitled on account thereof (in excess of the reimbursement heretofore and hereby provided) being hereby reserved for consideration on such further application.

Section 6. *Further ordered,* That this order take effect on the 27th day of January, 1919, and, except as provided in Subdivision Fifth of Section 4 limiting the duration of the authority to issue bonds or notes herein granted, continue in force until otherwise ordered by the Commission, and that, within ten days after service upon it of a copy of this order, said Brooklyn Edison Company, Inc., notify the Commission whether the terms of this order are accepted and will be obeyed.

On February 3, 1919, the Commission approved a memorandum (10 P. S. C. R. [1st Dist. N. Y.] 14) in this case.

### **Eighth Avenue Railroad Company.—Application for authorization to issue certificates of indebtedness to the amount of \$750,000**

Case No. 2321,  
Modifying Order

On January 28, 1919, the Commission in this case adopted the following order:

#### **IN THE MATTER**

#### **OF THE**

Application of EIGHTH AVENUE RAILROAD COMPANY for authorization to issue certificates of indebtedness to the amount of \$750,000 to retire a similar amount of certificates of indebtedness due February 1, 1919.

Case No. 2321,  
Order Modifying Order of  
October 8, 1918  
January 28, 1919

An order having been made herein on October 8, 1918, authorizing the Eighth Avenue Railroad Company to issue seven hundred and fifty thousand dollars (\$750,000), face value of principal of certificates of indebtedness of the said company, dated February 1, 1919, maturing February 1, 1929, to take up and discharge outstanding certificates of indebtedness due February 1, 1919, which new certificates were to be applied to refund the principal of the certificates of indebtedness of said company due February 1, 1919, by issuing said new certificates only to the holders of the outstanding certificates of indebtedness, due February 1, 1919, dollar for



dollar as to the principal thereof, in exchange therefor and upon surrender thereof; and said Eighth Avenue Railroad Company by petition verified January 17, 1919, having made application to this Commission for a modification of said order of October 8, 1918, so as to permit said company to sell or pledge such an amount of said new certificates, not exceeding two hundred and fifty thousand (\$250,000), as may be necessary to pay and discharge so much of the outstanding certificates of indebtedness maturing February 1, 1919, as may be presented for payment and not for exchange; and the Commission, after due consideration, being of the opinion that said application should be granted, it is

*Ordered*, That Paragraph "First" of Section 3 of said order of October 8, 1918, be and the same hereby is modified to read as follows:

*First*: That the said Eighth Avenue Railroad Company shall apply the said certificates of indebtedness hereby authorized only to the following purposes, to wit:

To refund or discharge the principal of the certificates of indebtedness of said company to the amount of \$750,000 face value due February 1, 1919, by issuing certificates of indebtedness hereby authorized to the amount of not less than \$500,000 only to holders of said certificates of indebtedness due February 1, 1918, dollar for dollar as to the principal thereof, in exchange therefor and upon surrender thereof, and by selling or pledging certificates of indebtedness hereby authorized to an amount not exceeding \$250,000 as may be necessary to pay and discharge so much of the outstanding certificates of indebtedness maturing February 1, 1919 as may be presented for payment and not for exchange, provided, however, that none of the certificates hereby authorized shall be sold at less than their par or face value nor shall any thereof be pledged on a basis which would permit them to be sold at less than their par or face value.

*Further ordered*, That this order shall take effect immediately.

(For the order of October 8, 1918, see Volume I, Annual Report of the Commission for 1918, page 518.)

### **The Staten Island Rapid Transit Railway Company.—Application for approval of issue of bonds**

Case No. 2308,  
Order  
Extension Order

This proceeding was begun, in 1918, upon application of the Staten Island Rapid Transit Railway Company for an order of the Commission authorizing it to issue bonds to the amount of \$1,150,000 (see Volume I, Annual Report of the Commission for 1918, page 518).

On March 31, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE  
Application of THE STATEN ISLAND RAPID TRANSIT  
RAILWAY COMPANY for the approval by the Com-  
mission of the issuances of \$1,150,000 Refunding  
Mortgage four per cent. gold bonds.

Case No. 2308.  
Order Granting Applica-  
tion  
March 31, 1919

Section 1. Application having been made to the Public Service Commission for the First District by The Staten Island Rapid Transit Railway Company, under provisions of the Public Service Commissions Law, for the consent of the Commission to the issuance, by said company, of bonds to the amount of one million one hundred fifty thousand dollars (\$1,150,000), face value, said bonds to be payable on the first day of June, 1948, and to bear interest at four per cent. (4%) per annum payable semi-annually and secured by a refunding mortgage for five million dollars (\$5,000,000) upon property of the company, which mortgage was executed by said company on June 1, 1905, to the Guaranty Trust Company of New York as Trustee; and a hearing having been duly held upon said application before the Commission; and it being now the opinion of the Commission

(1) That the issue of said bonds of said The Staten Island Rapid Transit Railway Company to the amount of one million one hundred fifty thousand dollars (\$1,150,000) payable at a period of more than twelve (12) months after the date thereof is necessary to and reasonably required by said company for the discharge or lawful refunding of its obligations and particularly for the purposes which are hereinafter stated in this order, and that said purposes are not in whole or in part reasonably chargeable to operating expenses or to income:

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issue by the said The Staten Island Rapid Transit Railway Company of one million one hundred fifty thousand dollars (\$1,150,000), face value, of principal of bonds of said company maturing the first day of June, 1948, redeemable at par and accrued interest on and after June 1, 1925, and to bear interest at four per cent (4%) per annum payable semi-annually under and in pursuance of the terms of said refunding mortgage.

Section 3. *It is ordered*, That said issue of bonds is authorized upon the conditions following and not otherwise, to wit:

**FIRST:** That the said The Staten Island Rapid Transit Railway Company shall sell the said bonds hereby authorized so as to net the said company not less than the par value of the principal thereof besides accrued interest thereon, and that the proceeds thereof shall be applied only to the following purposes, that is to say:

For the discharge or refunding *pro tanto* of obligations of said company to the Baltimore & Ohio Railroad Company for the acquisition of property and the construction, completion, extension or improvement of its facilities.

Or said The Staten Island Rapid Transit Railway Company may at its option deliver the said bonds, in kind, to said Baltimore & Ohio Railroad Company, to the said face amount of one million one hundred fifty thousand dollars (\$1,150,000) at not less than par and accrued interest, the entire amount thereof including interest to be applied in lieu of and as a full discharge *pro tanto* of the said obligations due and owing by said The Staten Island Rapid Transit Railway Company to said Baltimore & Ohio Railroad Company.

**SECOND:** That said Company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued and on or before the tenth day of each month shall make verified reports to the Commission stating the disposition of said bonds during the previous month, the terms and conditions of such disposition and the obligations discharged thereby; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

**THIRD:** That the authority hereby given to issue such bonds shall apply only to bonds issued by the said company on or before the 30th day of June, 1919.

Section 4. *It is ordered,* That this order take effect on the 31st day of March, 1919, and, except as provided in the third paragraph of Section 3 limiting the duration of the authority to issue such bonds herein granted, continue in force until otherwise ordered by the Commission, and that within three (3) days after the adoption of this order said Company shall notify the Commission whether the terms of this order are accepted and will be obeyed.

Application in writing, dated April 22, 1919, having been made by the Staten Island Rapid Transit Railway Company, for an extension of time within which to notify the Commission whether the order adopted March 31, 1919, was accepted and would be obeyed, the Commission, on April 24, 1919, issued an order (see blank form of extension order, page 155) granting the company an extension to and including April 25, 1919, this order to take effect *nunc pro tunc* as of March 31, 1919. The order of March 31, 1919, was accepted, and it was stated that it would be obeyed by certificate of the company dated and verified April 11, 1919.

### The Brooklyn Union Gas Company—Issuance of bonds

Case No. 2355.

Resolution for Hearing with Notice  
Order for Further Hearing  
Order Authorizing Issuance of Bonds

This proceeding was begun upon the application of the Brooklyn Union Gas Company dated and verified March 28, 1919, under Section 69 of the Public Service Commissions Law, requesting an order authorizing it to issue \$2,800,000 debenture bonds, \$2,000,000 of which to be convertible into stock of the company and the remaining \$800,000 to be debenture bonds without the privilege of conversion, the proceeds to be used by the company for the reimbursement of its treasury for expenditures made for the acquisition of property and the construction, completion, extension and improvement of its plant and distribution system.

On April 2, 1919, the Commission directed (see blank form of hearing resolution with notice, page 156) that a hearing be had in this matter on April 9, 1919. A hearing was held on that date and adjourned, subject to the call of the Commission, for the purpose of enabling the Commission's Engineers and Accountants to make such examination and investigation as might be necessary.

Under date of August 20, 1919, the Commission received a communication from its Electrical Engineer, indicating that his investigation had progressed to such a point as to render a further hearing in the matter desirable at that time, whereupon the Commission, on August 26, 1919, adopted an order directing that a further hearing be had in this case on September 3, 1919.

On September 9, 1919, the Commission made the following order:

IN THE MATTER  
OF THE

Application of THE BROOKLYN UNION GAS COMPANY,  
under Section 69 of the Public Service Commis-  
sions Law, for an order authorizing the issuance  
of two million, eight hundred thousand dollars  
(\$2,800,000) debenture bonds

Case No. 2365,  
Order Authorizing Issuance  
of \$2,000,000 Face Value  
of Convertible Debenture  
Bonds  
September 9, 1919

Section 1. Application having been made to the Public Service Commission for the First District by The Brooklyn Union Gas Company, under provisions of the Public Service Commissions Law, for the consent of the Commission to the issuance by said Company of debenture bonds to the amount of two million, eight hundred thousand dollars (\$2,800,000), face value, of which \$2,000,000 should be convertible into stock of said company and the remaining \$800,000 should be debenture bonds without the privilege of conversion; and a hearing having been duly held before the Commission upon said application in so far as the same relates to the proposed issuance of convertible bonds; and it being now the opinion of the Commission

(1) That the money to be procured by the issuance of convertible debenture bonds of said The Brooklyn Union Gas Company to the amount of two million dollars (\$2,000,000), face value, payable at a period of more than twelve (12) months after the date thereof, is necessary to and reasonably required by said company for the reimbursement of its treasury for expenditures made for the acquisition of property and the construction, completion, extension and improvement of its plant and distribution system, and particularly for the purposes which the hereinafter stated in this order, and

(2) That said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the issuance, by said The Brooklyn Union Gas Company, of two million dollars (\$2,000,000), face value of principal, of convertible debenture bonds of said Company, dated the 1st day of November, 1919, maturing the 1st day of November, 1929, and to bear interest at not to exceed seven per cent (7%) per annum payable semiannually, convertible, at option of the holder, into the capital stock of The Brooklyn Union Gas Company on the basis of one share of stock of the par value of one hundred dollars (\$100) for each one hundred dollars (\$100) par value of debentures, on and after five years from the date thereof on any date when a coupon falls due, if surrendered with unmaturing coupons attached.

Section 3. *It is ordered*, That the said issue of convertible debenture bonds is authorized upon the conditions following, and not otherwise, to wit:

*FIRST:* That the said bonds shall be sold by said The Brooklyn Union Gas Company so as to net the said company not less than one hundred per cent (100%) of the par or face value of the principal thereof besides interest accrued thereon and that the proceeds thereof shall be applied only to the following purposes, that is to say:

(1) Toward reimbursement of moneys expended from income or other moneys in the Treasury of the said corporation not secured by or obtained from the issue of stocks, bonds, notes or other evidence of indebtedness of said corporation and applied to construction, completion, extension or improvement of the facilities of the said Company during the period from February 1, 1914, to January 31, 1919, not less than \$2,000,000.

*SECOND:* That the said The Brooklyn Union Gas Company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the convertible debenture bonds hereby authorized to be issued, and on or before the 10th day of each month the company shall make verified reports to the Commission stating the sale or sales of said debentures during the previous month, the terms and conditions of sale, the moneys realized therefrom and the use and application of such moneys; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

*THIRD:* That the authority hereby given to issue such convertible debenture bonds shall apply only to bonds issued by said company on or before the 31st day of December, 1919.

Section 4. *It is further ordered*, That this order take effect on the 9th day of September, 1919, and, except as provided in the Third subdivision of Section 3 limiting the duration of the authority to issue such bonds herein granted, continue in force until otherwise ordered by the Commission; and that, within ten (10) days after service upon it of a copy of this Order, said The Brooklyn Union Gas Company notify the Commission whether the terms of this order are acceptable and will be obeyed.

**Hudson & Manhattan Railroad Company—Application for authority to issue \$1,054,000 in bonds**

Case No. 2367

Hearing Resolution  
Approval Order  
Modifying Order

This proceeding was begun upon application, verified April 7, 1919, by the Hudson & Manhattan Railroad Company, for an order of the Commission authorizing it to issue \$1,054,000, principal amount, of five per cent bonds under that company's first lien and refunding mortgage dated February 1, 1913, made and executed to the Central Trust Company of New York as trustee, the proceeds to be used by the company in part for the reimbursement of its treasury for expenditures made for additions and betterments to its property, in part for retiring underlying bonds and mortgages, and in part for paying obligations incurred by the company for the purchase of rolling stock.

On April 10, 1919, the Commission directed (see blank form of hearing resolution with notice, page 156) that a hearing be had in the matter on April 16, 1919. A hearing was had on that date.

On May 24, 1919, the Commission made an order in this case as follows:

IN THE MATTER  
OF THE

Application of the HUDSON and MANHATTAN RAILROAD COMPANY, under Section 55 of the Public Service Commissions Law for an order authorizing the issuance of \$1,054,000 of bonds.

Case No. 2367  
Order Authorizing Issuance  
of \$1,036,000 Face Value  
of Bonds  
May 24, 1919

Section 1. Application having been made to the Public Service Commission for the First District by the Hudson and Manhattan Railroad Company, under provision of the Public Service Commissions Law, for the consent of the Commission to the issuance by said company of bonds to the amount of one million, fifty-four thousand dollars (\$1,054,000), face value, said bonds to be payable on the first day of February, 1957, and to bear interest at five per cent (5%) per annum, payable semi-annually and secured by a First Lien and Refunding Mortgage for sixty-five million dollars (\$65,000,000) upon property of the company, which mortgage was executed by said company on February 1, 1913, to the Central Trust Company of New York as trustee; and a hearing having been duly held upon said application before the Commission; and said application having been amended on said hearing so as to request permission to issue one million thirty-six thousand dollars (\$1,036,000) of said bonds instead of one million, fifty-four thousand dollars (\$1,054,000) as requested in the original application; and it being now the opinion of the Commission

(1) That the money to be procured by the issue of said bonds of said Hudson and Manhattan Railroad Company to the amount of one million thirty-six thousand dollars (\$1,036,000), face value, payable at a period of more than twelve months after the date thereof, is necessary to and reasonably required by said company for the reimbursement of moneys actually expended from income or from other moneys in the treasury of said company not secured by or obtained from an issue of stocks, bonds, notes or other evidences of indebtedness, for the construction, completion, extension or improvement of its facilities or for the discharge of its obligations, and particularly for the purposes which are hereinafter stated in this order, and

(2) That, except as to the following specified amounts of said first lien and refunding mortgage bonds authorized to be issued hereunder for the purposes following, to wit: \$207,200 or so much thereof as may be necessary, to pay the expenses of sale of the bonds hereby authorized and to make up discount, said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered.* That the Public Service Commission for the First District does hereby authorize the issue by the said Hudson and Manhattan Railroad Company of one million, thirty-six thousand dollars (\$1,036,000), face value, of principal of first lien and refunding mortgage bonds of said company, dated as of February 1, 1913, or as of the date of issue, maturing the first day of February, 1957, redeemable at one hundred five per cent (105%) of the face value thereof besides accrued interest, on any interest day, and to bear interest at five per cent (5%) per annum payable semi-annually under and in pursuance of the terms of said first lien and refunding mortgage.

Section 3. *It is ordered.* That said issue of bonds is authorized upon the conditions following, and not otherwise, to wit:

FIRST: That the bonds shall be sold by the said Hudson and Manhattan Company so as to net the said company not less than eighty per cent (80%) of the par or face value of the principal thereof, besides interest accrued thereon and that the proceeds thereof, shall be applied only to the following purposes, that is to say:

1. Toward reimbursement of moneys expended from income or other moneys in the treasury of the said corporation not secured by or obtained from the issue of stocks, bonds, notes or other evidence of indebtedness of said corporation and applied to construction, completion, extension or improvement of the facilities of the said company during the period specified below, not less than..... \$232,400

Said expenditures being in amounts and for periods reported heretofore as follows:

Balance of capital expenditures carried forward from Case 1978 an amount not to exceed.....	\$200 75
Expenditures for June, 1915 .....	13,820 66
Expenditures for July, 1915 .....	13,416 97
Expenditures for August, 1915 .....	8,899 84
Expenditures for September, 1915 .....	8,388 98
Expenditures for October, 1915 .....	13,064 21
Expenditures for November, 1915 .....	11,487 07
Expenditures for December, 1915 .....	17,046 63
Expenditures for January, 1916 .....	11,546 70
Expenditures for February, 1916 .....	3,787 49 Cr.
Expenditures for March, 1916 .....	7,234 73
Expenditures for April, 1916 .....	13,390 06
Expenditures for May, 1916 .....	7,932 42 Cr.
Expenditures for June, 1916 .....	7,352 90
Expenditures for July, 1916 .....	10,735 99
Expenditures for August, 1916 .....	10,327 95
Expenditures for September, 1916 .....	6,687 36
Expenditures for October, 1916 .....	5,167 94
Expenditures for November, 1916 .....	5,451 58
Expenditures for December, 1916 .....	5,117 53
Expenditures for January, 1917 .....	5,427 64
Expenditures for February, 1917 .....	3,601 67
Expenditures for March, 1917 .....	1,542 80
Expenditures for April, 1917 .....	9,909 55
Expenditures for May, 1917 .....	3,468 22
Expenditures for June, 1917 .....	4,583 31
Expenditures for July, 1917 .....	4,052 81
Expenditures for August, 1917 .....	4,175 34
Expenditures for September, 1917 .....	6,866 86
Expenditures for October, 1917 .....	11,383 96
Expenditures for November, 1917 .....	10,560 29
Expenditures for December, 1917 .....	23,919 31

Total capital Expenditures as above..... \$247,111 70  
Less amount derived from sale of property released from New York & Jersey Mortgage..... 9,710 28

Balance..... \$237,401 42  
Unused proceeds derived from bonds authorized in Case 1680..... 4,722 00

Balance..... \$232,679 42  
Amount to be carried forward to next subsequent application..... 279 42

Amount presently to be capitalized..... \$232,400 00

2. Toward reimbursement of moneys expended from income or other moneys in the treasury of said corporation not secured by or obtained from the issue of stocks, bonds, notes or other evidences of indebtedness of said corporation and used to pay obligations described below, not less than..... 596,400

(a) Payment made on or about June 17, 1917, on account of mortgage to Henry Burden, Trustee, on real estate at 183 Greenwich Street.....	\$5,000
(b) Payment made on or about September 28, 1916 on account of mortgage to John P. Wichelns, et al., on real estate at 179 Greenwich Street.....	9,500
(c) Payment made on or about March 27, 1917 on account of mortgage to Bond and Mortgage Guarantee Company on real estate known as extension to 30 Church Street .....	25,000
(d) Reduction in principal of mortgage against real estate known as 46 Cortlandt Street, originally in favor of Augusta G. Southack, and assigned to Robert B. Kay, and later assigned to the Lawyers' Title & Trust Company .....	60,000
(e) Payment made, on or about May 3, 1917, on account of mortgage to Hudson Companies on real estate known as extension to 30 Church Street....	10,000
(f) Payment made, on or about June 18, 1917, on account of mortgage to Bella Marx, Annie Marx, Hattie Marx, Julia Raudnitz, and Isckiel Flxman applying against real estate known as the southeast corner of Dey and Greenwich Streets .....	39,000

(g) Payment made, on or about July 31, 1917, on account of mortgage to Bowery Savings Bank of New York City, on real estate located on the southeast corner of the intersection of Greenwich and Dey Streets, New York City.....	\$5,000
(h) Payment made, on or about September 15, 1917, on account of mortgage to the Farmers' Loan & Trust Company, New York City, against real estate at 171 Greenwich Street and 48 and 50 Cortlandt Street, New York City.....	10,000
(i) Payment made, on or about September 30, 1917, on account of mortgage to the Bond and Mortgage Guarantee Company, New York City, on real estate known as extension to 30 Church Street.....	25,000
(j) Payments made, under agreements for the conditional sale of rolling-stock, dated March 1, 1909, such payments having been made on September 1, 1915, March 1, 1916, September 1, 1916, March 1, 1917, and September 1, 1917, \$46,000 each, or in all.....	230,000
(k) Payments made under agreement for the conditional sale of rolling-stock dated October 1, 1910, such payments having been made on October 1, 1915, April 1, 1916, October 1, 1916, April 1, 1917, and October 1, 1917, \$25,000 each, or, in all.....	125,000
(l) Payments made under agreement for the conditional sale of rolling-stock dated August 1, 1911, such payments having been made on August 1, 1915, February 1, 1916, August 1, 1916, February 1, 1917 and August 1, 1917, \$21,000 each, or, in all.....	105,000

Total ..... \$648,500

3. For expenses of sale of bonds hereby authorized and to make up the discount or deficiency if any, in the amount realized from the sale to net not less than eighty per cent (80%) of par of the bonds sold for the purposes specified in subdivisions 1 and 2 to be applied for the purposes therein stated not exceeding the sum of ..... \$207,200

**SECOND:** That the amount of discount and expenses sustained in the sale of the bonds hereby authorized shall be amortized out of the income of the company by the establishment and maintenance of an amortization fund, and that the said Hudson and Manhattan Railroad Company shall pay in cash into said fund, out of the income of said company, in each calendar year, beginning with the year 1919, an amount of money which shall not be less than one per cent (1%) of the amount of said discount and expenses not exceeding \$207,200 plus four and one-half per cent (4½%) upon all prior payments into said fund until said fund shall equal the amount of said discount and expense. Said fund shall be used only for the purchase and retirement of first lien and refunding mortgage bonds of said company or for the acquisition of property for capital or investment purposes and may be administered in conjunction with the similar amortization funds established by the company pursuant to the orders of the Commission authorizing the issue of bonds under said mortgage made and filed July 1, 1913 as amended by order made and filed July 15, 1913, and pursuant to the order of the Commission authorizing the issue of bonds under said mortgage made and filed April 7, 1914 as amended by order made and filed December 11, 1914, and pursuant to the order of the Commission authorizing the issue of bonds under said mortgage made and filed July 31, 1914, and pursuant to the order of the Commission authorizing the issue of bonds under said mortgage made and filed September 17, 1915.

**THIRD:** That the said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the bonds hereby authorized to be issued, and on or before the 10th day of each month the company shall make verified reports to the Commission stating the sale or sales of said bonds during the previous month, the terms and conditions of sale, the moneys realized therefrom and the use and application of said moneys, and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

**FOURTH:** That the authority hereby given to issue such bonds shall apply only to bonds issued by said company on or before the 31st day of December, 1919.

Section 4. *It is hereby ordered.* That this order take effect on the 24th day of May, 1919, and, except as provided in the fourth subdivision of Section 3, limiting the duration of the authority to issue such bonds herein granted, continue in force until otherwise ordered by the Commission, and that, within ten (10) days after service upon it of a copy of this order, said company notify the Commission whether the terms of this order are accepted and will be obeyed.

168 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

On December 6, 1919, the Commission made another order in this case, as follows:

<p style="text-align: center;"><b>IN THE MATTER</b> <b>OF THE</b> Application of the HUDSON AND MANHATTAN RAILROAD COMPANY under Section 55 of the Public Service Commissions Law for an order authorizing the issuance of \$1,054,000 of bonds.</p>	<p>Case No. 2367, Order Modifying Order Dated May 24, 1919 December 16, 1919</p>
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The Hudson and Manhattan Railroad Company having made application by letter dated December 8, 1919, for an extension of time to and including June 30, 1920, within which to issue \$1,036,000, face value, of bonds allowed under the terms of the order made and filed herein by the Commission on May 24, 1919, and it appearing to the Commission that the said application should be granted and such extension given, it is

*Ordered*, That paragraph "Fourth" of Section 3 of the said order of May 24, 1919, be and the same hereby is modified to read as follows:

*Fourth*: That the authority hereby given to issue such bonds shall apply only to bonds issued by said company on or before the 30th day of June, 1920.

*Further ordered*, That this order shall take effect immediately.

**Bronx Gas and Electric Company — Application for approval of fifth issue of \$200,000 additional bonds**

Case No. 1940.  
Approval Resolution

On April 17, 1919, the Commission in this case adopted the following resolution:

<p style="text-align: center;"><b>IN THE MATTER</b> <b>OF THE</b> Application of the BRONX GAS AND ELECTRIC COMPANY for approval of a fifth issue of bonds to the amount of \$200,000 under its first and refunding mortgage bearing date July 1, 1910.</p>	<p>Case No. 1940, Resolution Authorizing the Withdrawal of Proceeds of Bonds to the Amount of \$19,450.45. April 17, 1919</p>
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*Whereas*, By order of this Commission, dated May 21, 1915, as amended by orders dated September 19, 1917, and January 23, 1918, the Bronx Gas and Electric Company was authorized to issue bonds to the amount of \$200,000, face value, under its First and Refunding Mortgage bearing date July 1st, 1910; and

*Whereas*, The Commission has previously authorized the company to withdraw from the proceeds of the sale of such bonds the sum of \$95,554.55; and

*Whereas*, The Company has applied to the Commission, by six (6) separate applications, to withdraw from the proceeds of the sale of such bonds the net amount of \$19,450.45 to cover expenditures for the months and amounts indicated as follows:

Date of Application	Expenditures for	Amount
October 21, 1918	July, 1918	\$10,899 46 credit
October 21, 1918	Aug. 1918	1,010 37
October 29, 1918	Sept. 1918	536 35
January 28, 1919	Oct. 1918	375 82
January 28, 1919	Nov. 1918	768 80
January 28, 1919	Dec. 1918	27,659 07
Net total . . . . .		\$19,450 45

*Resolved*, That the Bronx Gas and Electric Company be and hereby is authorized to withdraw cash from the sale of the aforesaid First and Refunding Mortgage bonds to the amount of \$19,450.45 and apply the same to the payment of the net charges for extensions and additions to the physical property of said company as set forth in the six (6) statements attached to said applications, all bearing the general title "The Bronx Gas & Electric Company" and each entitled respectively as follows: "Increase in Fixed Capital — July 1st to 31st, 1918," "Increase of Fixed Capital — August, 1918," "Increase of Fixed Capital — September, 1918," "Increase in Fixed Capital — October 1st to 31st, 1918," "Increase in Fixed Capital — November 1st to 31st, 1918," and "Increase in Fixed Capital — December 1st to 31st, 1918."

*Further resolved*, That said itemized statements of expenditures contained in the said statements attached to the said applications above referred to and so entitled be and the same hereby are approved.

(For the orders of May 21, 1915, September 19, 1917, and January 23, 1918, see Volume I, Annual Report of the Commission for 1915, page 459; Appendix A to Volume I, Annual Report of the Commission for 1917, page 10, and Volume I, Annual Report of the Commission for 1918, page 486, respectively.)

**New York Municipal Railway Corporation and The New York Consolidated Railroad Company—Application of Receiver for consent to issuance of Receiver's certificate**

Case No. 2375,  
Hearing Order  
Approval Order

This proceeding was begun upon application by petition, dated and verified June 6, 1919, by Lindley M. Garrison as Receiver of New York Municipal Railway Corporation and as Receiver of New York Consolidated Railroad Company, requesting the Commission's consent to the immediate issue and sale, by the petitioner, to himself, as Receiver of the Brooklyn Rapid Transit Company, of his Certificate of Indebtedness, jointly and severally as Receiver of New York Municipal Railway Corporation and as Receiver of New York Consolidated Railroad Company, to a principal amount not exceeding fifteen million dollars (\$15,000,000) at not less than 97 and interest accrued thereon, the proceeds derived from such issue and sale to be applied to the uses and purposes or any of them as set forth in the Receiver's petition and in the decree and order made by the District Court of the United States of the Southern District of New York on May 29, 1919, in the cause pending in said court at that time, entitled: "Westinghouse Electric and Manufacturing Company, Plaintiff, against the Brooklyn Rapid Transit Company, New York Municipal Railroad Corporation, and New York Consolidated Railroad Company, Defendants," and for such other and further relief specifically stated in the Receiver's petition.

On June 9, 1919, the Commission issued an order (see blank form of hearing order with notice, page 156) directing that a hearing be had in the matter on June 16, 1919.

On August 15, 1919, the Commission made the following order in this case:

**IN THE MATTER  
OF THE**

Petition of LINDLEY M. GARRISON, as Receiver of New YORK MUNICIPAL RAILWAY CORPORATION and as Receiver of New YORK CONSOLIDATED RAILROAD COMPANY, for the consent of the Public Service Commission for the First District to the issuance and sale of Receiver's certificates.

Case No. 2375,  
Order Authorizing and Consenting to the Issuance of Receiver's Certificates to the Amount of \$15,000,000.00  
August 15, 1919

Application having been made to the Public Service Commission for the First District by Lindley M. Garrison as Receiver of New York Municipal Railway Corporation, and as Receiver of New York Consolidated Railroad Company (hereinafter termed the "Municipal and Consolidated Receiver"), by his petition dated and verified June 6, 1919, as amended by his petition dated and verified August 11, 1919, for an order of the Commission authorizing and consenting to the issuance and sale of his Certificates of Indebtedness jointly and severally as Receiver of New York Municipal Railway Corporation and as Receiver of New York Consolidated Railroad Company to a principal amount not exceeding Fifteen Million Dollars (\$15,000,000) as authorized by the separate decree and order as resettled made and entered in the District Court of the United States for the Southern District of New York, in the certain Consolidated cause then and now pending in said Court on the equity side thereof entitled: "Westinghouse Electric and Manufacturing Company, Plaintiff, against Brooklyn Rapid Transit Company, New York Municipal Railway Corporation and New York Consolidated Railroad Company, Defendants, Consolidated cause in Equity N 15—347," and authorizing and consenting to the application of the proceeds derived from the issuance and sale of said Certificates of Indebtedness to the uses and purposes or any of them set forth in said petition and in said separate order and decree as resettled, the said Certificates of Indebtedness to be dated August, 1919, to be payable on August 1, 1921, to bear interest at the rate of six per cent (6%) per annum, payable semi-annually on February 1 and on August 1, and to be redeemable under order of the Court at any time after February 1, 1920, at the principal amount thereof and accrued interest; and a hearing having been duly had upon said application, and it being now the opinion of the Commission

(1) That the money to be procured by the issuance of said Certificates of Indebtedness of the said Municipal and Consolidated Receiver jointly and severally as Receiver of New York Municipal Railway Corporation and as Receiver of New York Consolidated Railroad Company, to the principal amount of Fifteen Million Dollars (\$15,000,000) payable at a period of more than one year after the date thereof, is necessary to and reasonably required by the said Municipal and Consolidated Receiver for the reequilibration of property, or for the construction, completion, extension or improvement of facilities or for the discharge of his obligations as such Receiver, and particularly for the purposes which are set forth in said separate order and decree and hereinafter stated in this order,



and said purposes, except as to such amount as may be necessary to make up the discount of five per cent (5%), are not in whole or in part reasonably chargeable to operating expenses or to income.

*Ordered*, That the Public Service Commission for the First District does hereby authorize and consent to the issuance by the said Municipal and Consolidated Receiver, from time to time or at any time, of his Certificates of Indebtedness, jointly and severally as Receiver of New York Municipal Railway Corporation and as Receiver of New York Consolidated Railroad Company, to a principal amount not exceeding in the aggregate fifteen million dollars (\$15,000,000), such Certificates of Indebtedness to be dated August 1, 1919, to be payable August 1, 1921, to bear interest at the rate of six per cent (6%) per annum, payable semi-annually on February 1 and August 1, to be redeemable under order of the Court at any time on or after February 1, 1920, at the principal amount thereof and accrued interest, and to be secured as provided for in the said separate decree and order of the said Court as resettled.

*Ordered*, That the issuance of said Certificates of Indebtedness is authorized and consented to upon the conditions following and not otherwise, to wit:

**FIRST:** That the said Municipal and Consolidated Receiver shall sell the said Certificates of Indebtedness hereby authorized so as to net the said Receiver not less than ninety-five per cent (95%) of the par value of the principal thereof besides interest accrued thereon, and that the proceeds thereof shall be applied only to the purposes set forth in this consent and in said separate decree and order of the Court as resettled.

**SECOND:** That the said Municipal and Consolidated Receiver shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale and disposal of the Certificates of Indebtedness hereby authorized to be issued and on or before the tenth (10th) day of each month the said Municipal and Consolidated Receiver shall make verified reports to the Commission stating the sale or sales of said Certificates of Indebtedness during the previous month, the terms and conditions of sale, the moneys realized therefrom, and the use and application of such moneys; and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

**THIRD:** That the approval herein given for the issuance of Receiver's certificates is without prejudice to any contentions or arguments which The City of New York, the Public Service Commission for the First District or either of them may have or desire to make at any time with respect to the proper construction of and the force and effect of any of the terms, provisions, and conditions of the contract No. 4 and allied certificates hereinafter referred to, dated March 19, 1913, and is also without prejudice to any claims which The City of New York may desire to assert that the Lessee under the said Contract No. 4 and allied certificates is at the present time in default thereunder.

**FOURTH:** That nothing contained in this approval shall amend or modify or be deemed to amend or modify the said Contract No. 4 and the allied certificates, or any of them, or to relieve the Lessee thereunder of the performance of the obligations of said contract and certificates in accordance with their terms, or, in the event of the affirmation thereof by the Receiver of the New York Municipal Railway Corporation and the Receiver of the New York Consolidated Railroad Company, as hereinafter contemplated, from the performance of the obligation of said contract and certificates thereby assumed by said Receiver or either of them in accordance with the terms of said contract and certificates.

That, in accordance with the foregoing provisions of this paragraph, neither the action of the Commission or any provision of this order shall be deemed to be in any respect an abrogation, limitation or modification of the right of The City of New York or the Transit Construction Commissioner to disallow, object to and contest, in accordance with the provisions of Contract No. 4, any items of claimed expenditure or charge, by the lessee, under the provisions of Contract No. 4 and the allied certificates, of any part of the proceeds of the Receiver's certificates hereby authorized.

*Ordered*, That the Commission, pursuant to the provisions of Section 54 of the Public Service Commission's Law, does hereby consent to the mortgage or pledge of all the right, title and interest of the said New York Municipal Railway Corporation, of the said New York Consolidated Railroad Company, and of the said Municipal and Consolidated Receiver, as Receiver of New York Municipal Railway Corporation and as Receiver of New York Consolidated Railroad Company, in, to and under

(a) The said contract between the City of New York and New York Municipal Railway Corporation, dated March 19, 1913, including any and all amendments or modifications thereof or supplements thereto;

(b) The said certificate, dated March 19, 1913, granted by the Commission to New York Municipal Railway Corporation, for the construction, equipment, operation and maintenance of additional tracks to the existing railroads of New York Consolidated Railroad Company, including any and all amendments or modifications thereof or supplements thereto;

(c) The said certificate, dated March 19, 1913, granted by the Commission to New York Municipal Railway Corporation, for the construction, equipment, operation and maintenance of extensions of the said existing railroads of New York Consolidated Railroad Company;

(d) The certain contract, dated January 31, 1913, between New York Municipal Railway Corporation and New York Consolidated Railroad Company, known as the "Operating Contract"; and

(e) The certain contract of assignment and lease, dated March 25, 1913, between New York Municipal Railway Corporation and New York Consolidated Railroad Company

as security for the payment of the certificates of indebtedness hereby authorized, both principal and interest.

*Ordered*, That this order, anything herein contained to the contrary notwithstanding, shall not take effect or be of any force or authority whatever unless and until the said Receiver, as Receiver of New York Consolidated Railroad Company, acting under the authority or direction of the Court, shall affirm and assume the performance of the aforesaid contract and certificates, each dated March 19, 1913, nor unless and until the said Receiver, as Receiver of the New York Consolidated Railroad Company, acting under the authority or direction of the Court, shall affirm and assume the performance of the operating contract entered into between New York Consolidated Railroad Company and New York Municipal Railway Corporation, dated March 25, 1913, nor unless and until the said Receiver, as Receiver of New York Municipal Railway Corporation and as Receiver of the New York Consolidated Railroad Company, acting under the authority or direction of the Court, shall affirm the agreement between The City of New York, New York Municipal Railway Corporation and New York Consolidated Railroad Company, dated March 25, 1913, that this order shall take effect immediately upon the said Municipal and Consolidated Receiver so affirming and assuming the performance of said contract and certificates, and shall continue in force thereafter until otherwise ordered by the Commission and that the said Municipal and Consolidated Receiver notify the Commission, within ten (10) days after service upon him of a copy of this order, whether the terms of this order are accepted and will be obeyed.

**New York Dock Railway—Application for approval of issue of \$500,000 capital stock**

Case No. 1587,  
Extension Orders

Application by petition dated June 10, 1919, having been made by the New York Dock Railway for a further extension of time to June 20, 1920, within which to issue stock authorized by the Commission by order entered March 28, 1913, the Commission on June 17, 1919, made an order (see blank form of extension order, page 156) granting an extension of time to and including December 31, 1919.

Application by petition, undated, having been made by the New York Dock Railway for a further extension of time to December 31, 1920, within which to issue stock authorized by the Commission by order entered March 28, 1913, the Commission, on December 30, 1919, made an order granting the desired extension of time. (For the order of March 28, 1913, see Volume I, Annual Report of the Commission for 1913, page 326.)

**New York Municipal Railway Corporation—Application for authority to issue and sell additional capital stock, to the amount of \$697,500, par value, to discharge or refund its obligations to the Brooklyn Rapid Transit Company**

Case No. 2075,  
Discontinuance Order

On August 11, 1919, the Commission in this case made the following order:

IN THE MATTER

OF THE

Application of NEW YORK MUNICIPAL RAILWAY CORPORATION under Section 55 of the Public Service Commissions Law, for authority to issue and sell additional capital stock, to the amount of \$697,500, par value, to discharge or refund its obligations to Brooklyn Rapid Transit Company

Case No. 2075,  
Order Discontinuing Proceeding  
August 11, 1919

The New York Municipal Railway Corporation having, by petition dated and verified March 15, 1916, prayed for an order of the Public Service Commission for the First District authorizing and approving the issue and sale, by the petitioner, of \$697,500, par value, of its capital stock for cash, at par, to discharge and refund its obligations to Brooklyn Rapid Transit Company on account of indebtedness incurred and paid by said company at the instance and request of the petitioner and for its sole and exclusive benefit and account, as set forth in its said petition; and the Commission having set the matter down for hearing in Case No. 2075, and hearings having been had thereon on April 8, 1916, and on certain adjourned dates thereafter, and the said New York Municipal Railway Corporation having under date of August 1, 1919, requested that the said proceeding in Case No. 2075 be discontinued without prejudice to the right of the said company to renew its application; it is

*Ordered.* That this proceeding be and it is hereby discontinued without prejudice to the right of the said New York Municipal Railway Corporation to renew its application.

(For previous proceedings in 1916, see Appendix A to Volume I, Annual Report of the Commission for 1916, page 35.)

**Brooklyn Edison Company, Inc.**—Application for authority to issue \$5,000,000 principal amount of general mortgage gold bonds

Case No. 2442,  
Hearing Order with Notice

This proceeding was begun upon the application of the Brooklyn Edison Company, Inc., dated and verified December 17, 1919, for an order of the Commission, authorizing it to issue \$5,000,000 principal amount of its general mortgage gold bonds, the proceeds of \$3,500,000 of such bonds to be applied toward the reimbursement of the expenditures made in the acquisition of property and the construction, completion and improvement of its plants and facilities prior to January 1, 1919, and the proceeds of \$1,500,000 of such bonds to be applied toward the reimbursement of the expenditures made for like purposes since January 1, 1919, such reimbursement moneys to the amount necessary therefor to be used by the company in payment of its obligations.

On December 19, 1919, the Commission made an Order (see blank form of hearing order with notice, page 156) directing that a hearing be had in this matter on December 23, 1919. At the close of the year the case was still pending.

**Brooklyn Union Gas Company**—Application for the approval of increase of capital stock

Case No. 2443,  
Hearing Order with Notice

This proceeding was begun upon the application of the Brooklyn Union Gas Company, dated and verified October 17, 1919, for an order of this Commission for authority to issue \$2,000,000, par value, of its capital stock for the purpose of converting \$2,000,000 convertible debenture bonds bearing date November 1, 1919, the issuance of which bonds was authorized by the Commission by order entered September 9, 1919.

On December 19, 1919, the Commission made an Order (see blank form of hearing order with notice, page 156) directing that a hearing be had in this matter on December 29, 1919. At the close of the year the case was still pending.

**Consolidated Gas Company of New York**—Application for authority to issue \$25,000,000 aggregate principal amount, Five Year Secured Seven Per Cent. Convertible Gold Bonds

Case No. 2446,  
Order for Hearing with Notice

This proceeding was begun upon the application of the Consolidated Gas Company of New York, dated and verified December 27, 1919, for an order of this Commission authorizing it to issue, at par, \$25,000,000, aggregate principal amount, five-year secured seven per cent convertible gold bonds, in denominations of \$1,000 and \$500 at the option of the company, to be dated as of February 1, 1920; to mature February 1, 1925; to bear interest from February 1, 1920, at the rate of seven (7) per cent per annum, payable quarterly on the first days of May, August, November and February in each year, to be secured by the pledge of \$35,000,000, par value, of the capital stock of The New York Edison Company; to be redeemable before maturity as a whole, but not in part, at the option of the company on September 1, 1922, or on the first day of the month next succeeding any subsequent interest day, upon sixty days' prior notice, at 102¼% of the principal amount thereof and accrued interest in case of redemption during the year

1922; at 102% of the principal amount thereof and accrued interest in case of redemption during the year 1923; and at 101% of the principal amount thereof and accrued interest in case of redemption during the year 1924; and to be convertible, at the option of the respective holders thereof, on February 1, 1922, or any interest day thereafter, prior to redemption or maturity, into an equivalent amount, par value, of company's capital stock, as the same shall be constituted, of the time of such conversion; all in accordance with the provisions of a trust agreement to be executed between the company and The National City Bank of New York, as trustee, in order to enable company to convert or redeem the said bonds.

In order to enable the company to convert or redeem such bonds, it requested the approval and consent of the Commission to the issuance of 250,000 shares of its capital stock of the par value of \$25,000,000 for such purpose.

On December 30, 1919, the Commission made an Order (see blank form of hearing order with notice, page 156) directing that a hearing be had in this matter on January 12, 1920.

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**Nassau Electric Railroad Company, Lindley M. Garrison, Receiver — Application for consent to issue receiver's certificates**

Case No. 2447,  
Hearing Order

This proceeding was begun upon application dated and verified December 22, 1919, by Lindley M. Garrison, Receiver of the Nassau Electric Railroad Company, for an order of the Commission authorizing the immediate issue and sale of his certificates of indebtedness, as Receiver of said company, to a principal amount not exceeding three hundred and twenty-five thousand dollars (\$325,000) at a discount of not exceeding 5%, the application of the proceeds derived from issue and sale to be made to the uses and purposes or any of them as set forth more fully in his petition and in the decree and order made in the District Court of the United States for the Southern District of New York on December 16, 1919, in the cause then and now pending in the court entitled "Westinghouse Electric and Manufacturing Company, Plaintiff, against Brooklyn Rapid Transit Company, New York Municipal Railway Corporation and the New York Consolidated Railroad Company, Defendants, Consolidated Cause, in Equity E-15-347".

On December 30, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in this matter on January 5, 1920.

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**Brooklyn, Queens County and Suburban Railroad Company, Lindley M. Garrison, Receiver — Application for consent to issue Receiver's certificates**

Case No. 2448,  
Hearing Order

This proceeding was begun upon the application of Lindley M. Garrison, Receiver of the Brooklyn, Queens County and Suburban Railroad Company, by petition dated and verified December 22, 1919, for an order of the Commission authorizing the immediate issue and sale, by him, of his certificates of indebtedness, as Receiver of that company, to a principal amount not exceeding \$35,000.00, at a discount of not exceeding 5%, the application of the proceeds derived from such issue and sale to be made to the uses and purposes, or any of them, as more fully set forth in his petition and in the decree and order made by the Court of the United States for the Southern District of New York on December 16, 1919, in the case then and now pending in that court, entitled "Westinghouse Electric and Manufacturing Company, Plaintiff, against Brooklyn Rapid Transit Company, New York Municipal Railway Corporation and New York Consolidated Railroad Company, Defendants, Consolidated Cause, in Equity, E-15-347".

On December 30, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in this matter on January 5, 1920.

## APPLICATIONS FOR APPROVAL OF ABANDONMENT OF ROUTES

**Belt Line Railway Corporation—Application for the approval of Declaration of Abandonment of portions of routes and franchises**

Case No. 2331,  
Opinion  
Approval Order

This proceeding was begun in 1918, upon application of the Belt Line Railway Corporation, by petition dated November 12, 1918, for the approval by the Commission, under Section 184 of the Railroad Law, of a declaration of abandonment of portions of its route. (See Volume I, Annual Report of the Commission for 1918, page 529).

On April 17, 1919, Commissioner Kracke rendered an opinion (10 P. S. C. R. [1st Dist. N. Y.] 43) recommending the granting unconditionally of the application of the said corporation, which opinion was ordered filed by the Commission. On the same date the Commission adopted the following order in this case:

## IN THE MATTER

## OF THE

Application of the BELT LINE RAILWAY CORPORATION, under Section 184 of the Railroad Law, for the approval of the Public Service Commission for the First District of the declaration of abandonment of a portion of its route and franchises in the Borough of Manhattan, City and State of New York

Case No. 2331,  
Order Granting Application  
April 17, 1919

Application having been made to this Commission by Belt Line Railway Corporation, a street surface railroad corporation, by petition dated November 12, 1918, for the approval of this Commission, under Section 184 of the Railroad Law, of a declaration of abandonment of the following portions of its route of street surface railroad in the Borough of Manhattan, City and State of New York:

14th Street, from Avenue C to Avenue D;  
Avenue D, from 14th Street to 8th Street;  
Avenue D, from 8th Street to 2nd Street;  
2nd Street, from Avenue D to Lewis Street;  
Houston Street, from Lewis Street to Goerck Street;  
Houston Street, from Goerck Street to Mangin Street;  
Goerck Street, from Houston Street to Grand Street;  
Mangin Street, from Houston Street to Grand Street;  
Grand Street, from Goerck Street to Corlears Street;  
Grand Street, crossing, from Mangin Street to Corlears Street;  
Corlears Street, from Cherry Street to South Street;  
Monroe Street, from Corlears Street to Jackson Street;  
Jackson Street, from Cherry Street to Front Street;  
South Street, from Corlears Street to Montgomery Street;  
Montgomery Street, from South Street to Front Street;  
Front Street, from Jackson Street to Montgomery Street;  
South Street, from Montgomery Street to James Slip;  
South Street, from James Slip to Old Slip;  
Front Street, from James Slip to Whitehall Street;  
Old Slip, from South Street to Water Street;  
Water Street, from Old Slip to Broad Street;  
Broad Street, from Water Street to South Street;  
South Street, from Broad Street to Whitehall Street;  
Whitehall Street, from Front Street to South Street;  
Avenue A, from 14th Street to 17th Street;  
54th Street, from 10th Avenue five hundred feet west;

and a hearing having been duly had on said application before the Commission on January 15, 1919, Alfred T. Davison, Esq., appearing for the said Belt Line Railway Corporation in support of said application, William P. Burr, Esq., Corporation Counsel for The City of New York, by J. A. Devery, Esq., Assistant Corporation Counsel, appearing for The City of New York in opposition, Robert J. Farrington, Assistant Counsel, attending for the Commission; and proof of publication of the time, place and purpose of said hearing having been duly filed and presented, and the Commission being satisfied by the proofs made that said portions of its route sought to be abandoned are no longer necessary for the successful

operation of said Belt Line Railway Corporation's road and for the convenience of the public;

*Now, therefore, it is*

*Ordered*, That said application for the approval of the declaration of abandonment of those portions of the route of street surface railroad of the Belt Line Railway Corporation in, upon, along and over:

14th Street, from Avenue C to Avenue D;  
 Avenue D, from 14th Street to 8th Street;  
 Avenue D, from 8th Street to 2nd Street;  
 2nd Street, from Avenue D to Lewis Street;  
 Houston Street, from Lewis Street to Goerck Street;  
 Houston Street, from Goerck Street to Mangin Street;  
 Goerck Street, from Houston Street to Grand Street;  
 Mangin Street, from Houston Street to Grand Street;  
 Grand Street, from Goerck Street to Corlears Street;  
 Grand Street crossing, from Mangin Street to Corlears Street;  
 Corlears Street, from Cherry Street to South Street;  
 Monroe Street, from Corlears Street to Jackson Street;  
 Jackson Street, from Cherry Street to Front Street;  
 South Street, from Corlears Street to Montgomery Street;  
 Montgomery Street, from South Street to Front Street;  
 Front Street, from Jackson Street to Montgomery Street;  
 South Street, from Montgomery Street to James Slip;  
 South Street, from James Slip to Old Slip;  
 Front Street, from James Slip to Whitehall Street;  
 Old Slip, from South Street to Water Street;  
 Water Street, from Old Slip to Broad Street;  
 Broad Street, from Water Street to South Street;  
 South Street, from Broad Street to Whitehall Street;  
 Whitehall Street, from Front Street to South Street;  
 Avenue A, from 14th Street to 17th Street;  
 54th Street, from 10th Avenue five hundred feet west;

all in the Borough of Manhattan, City and State of New York, be and the same hereby is granted, and that the approval by the Public Service Commission for the First District of said declaration of abandonment of said portion of said Company's route be indorsed by the Acting Chairman of the Commission and attested by its Secretary upon said declaration of abandonment accompanying the petition herein in the following form and manner, to wit:

The foregoing declaration of abandonment certified by the Secretary of the Belt Line Railway Corporation under the seal of said corporation has been submitted to the Public Service Commission for the First District of The State of New York for its approval and is approved by said Commission.  
 New York, April , 1919.

PUBLIC SERVICE COMMISSION FOR THE  
 FIRST DISTRICT,

By

*Acting Chairman.*

Attest:

*Secretary.*

*And it is further ordered*, That this order shall take effect immediately.

**New York City Interborough Railway Company — Application for approval of Commission of declaration of abandonment of portion of route and franchises on Hunts Point Avenue from Randall Avenue to Long Island Sound, Borough of The Bronx**

Case No. 2384,  
 Hearing Order with Notice

This proceeding was begun upon application by petition dated June 19, 1919, by the New York City Interborough Railway Company, under Section 184 of the Railroad Law, for the approval of the Commission of a declaration of abandonment of its route upon and along the following streets, avenues and highways in the Borough of The Bronx, to wit: Hunts Point Avenue from Randall Avenue to the Long Island Sound. On June 27, 1919, the Commission made an order (see blank form of hearing order with notice, page 156) directing that a hearing be had in this matter on July 24, 1919. A hearing was held on that date and on August 1, 1919, on which last named date the hearings were closed.

Under date of October 29, 1919, the Company petitioned the Commission for a further hearing in this case, whereupon the Commission on October 31, 1919, directed that a hearing be had on November 10, 1919, in the matter. The hearing

was held on that date and on November 17, 1919, at which time the hearings were again closed.

At the hearing on November 17, 1919, the proceedings in this case were incorporated in Case No. 2386.

**New York City Interborough Railway Company — Application for approval of Commission of Declaration of Abandonment of portion of route and franchises on East 189th Street, between Third Avenue and Southern Boulevard, Borough of The Bronx**

**Case No. 2385,  
Hearing Order with Notice**

This proceeding was begun upon application by petition dated June 19, 1919, by the New York City Interborough Railway Company, under Section 184 of the Railroad Law, for the approval of the Commission of a Declaration of Abandonment of its route upon and along the following streets, avenues and highways in the Borough of The Bronx, to wit: East 189th Street from Third Avenue to the Southern Boulevard. On June 27, 1919, the Commission made an order (see blank form of hearing order with notice, page 156) directing that a hearing be held in this matter on July 24, 1919. A hearing was held on that date and on August 1, 1919, on which last named date the hearings were closed.

At the end of the year no order had been entered in this case.

**New York City Interborough Railway Company — Application for approval of Commission of Declaration of Abandonment of portion of route and franchises on Leggett Avenue and Randall Avenue, Borough of The Bronx**

**Case No. 2386,  
Hearing Order with Notice**

This proceeding was begun upon application by petition dated June 19, 1919, by the New York City Interborough Railway Company, under Section 184 of the Railroad Law, for the approval of the Commission of a Declaration of Abandonment of its route upon and along the following streets, avenues and highways in the Borough of The Bronx, to wit: Leggett Avenue from Southern Boulevard to Randall Avenue; Randall Avenue from Leggett Avenue to the Bronx River. On June 27, 1919, the Commission made an order (see blank form of hearing order with notice, page 156) directing that a hearing be had in this matter on July 24, 1919. A hearing was held on that date and on August 1, 1919, on which last-named date the hearings were closed.

Under date of October 29, 1919, the Company petitioned the Commission to reopen the case, whereupon the Commission, on October 31, 1919, directed a further hearing in the matter on November 10, 1919. The hearing was held on that date and on November 17, 1919, at which time the hearings were again closed.

At the hearing on November 17, 1919, the proceedings in Case No. 2384 were incorporated in this case.

**Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Company — Application for approval of Declaration of Abandonment of portion of route and franchises on East 110th Street between Pleasant Avenue and Third Avenue, Borough of Manhattan**

**Case No. 2393,  
Hearing Order with Notice  
Approval Order**

This proceeding was begun upon application, by petition dated July 8, 1919, by the Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Company for the approval of the Commission, under Section 184 of the Railroad Law, of a declaration of abandonment of that portion of its route of street surface railroad in 110th Street between Pleasant Avenue and the westerly house line of Third

Avenue. On July 16, 1919, the Commission made an order (see blank form of hearing order with notice, page 156) directing that a hearing be had in this matter on August 1, 1919.

On October 10, 1919, the Commission made the following order:

IN THE MATTER  
OF THE

Application of the FORTY-SECOND STREET, MANHATTANVILLE & ST. NICHOLAS AVENUE RAILWAY COMPANY under Section 184 of the Railroad Law for the approval of the Public Service Commission of the State of New York for the First District of the Declaration of Abandonment of a portion of its route and franchises on East 110th Street, between Pleasant Avenue and Third Avenue, Borough of Manhattan, City, County and State of New York

Case No. 2393,  
Order Granting Application  
October 10, 1919

Application having been made to this Commission by the Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Company, a street surface railroad corporation, by petition dated July 8, 1919, for the approval by the Public Service Commission for the First District, under Section 184 of the Railroad Law, of a declaration of abandonment of that portion of its route of street surface railroad in 110th Street between Pleasant Avenue and the westerly house line of Third Avenue; and a hearing having been duly had on said application on August 1, 1919, Hon. Alfred M. Barrett, Deputy Commissioner, presiding, Alfred T. Davison, Esq., appearing for the Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Company in support of said application, William P. Burr, Esq., Corporation Counsel, by Joseph A. Devery, Esq., Assistant Corporation Counsel, appearing for The City of New York; Charles H. Vanderbilt, Esq., appearing for the Board of Estimate and Apportionment of The City of New York, and Russell B. Burnside, Esq., Assistant Counsel, attending for the Commission; and proof of publication of the time, place and purpose of said hearing having been duly filed; and the Commission being satisfied by the proofs made by said company that said portion of its route sought to be abandoned is no longer necessary for the successful operation of said company's road and for the convenience of the public.

*Ordered*, That said application for the approval of said Declaration of Abandonment of that portion of the route of street surface railroad of the Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Company in 110th Street between Pleasant Avenue and the westerly house line of Third Avenue in the Borough of Manhattan, City of New York, be and the same hereby is granted, and that the approval by the Public Service Commission for the First District of said Declaration of Abandonment of said portion of said Company's route be endorsed by the Secretary of the Commission, under the seal of the Commission, upon said Declaration of Abandonment, in the following form and manner, to wit:

"The within DECLARATION OF ABANDONMENT certified by the Secretary of the corporation therein named, under the seal of said corporation, has been submitted to the Public Service Commission for the First District of the State of New York for its approval, and is approved by said Commission.

New York, October 10, 1919.

PUBLIC SERVICE COMMISSION FOR THE  
FIRST DISTRICT

By

*Secretary."*

(L. S.)

*Further ordered*, That this order shall take effect immediately.

**Coney Island & Brooklyn Railroad Company**—Application for approval of abandonment of a portion of route and franchises (River Street, formerly Little Water Street, and South First Street, Borough of Brooklyn)

Case No. 2432,  
Hearing Order with Notice  
Opinion  
Approval Order

This case was begun upon receipt of a letter, dated October 24, 1919, signed by M. B. Hoffman, of counsel for Lindley M. Garrison, Receiver for the Coney Island & Brooklyn Railroad Company, requesting the approval of the Commission, under Section 184 of the Railroad Law, of a declaration of abandonment of a portion of the route of the Coney Island & Brooklyn Railroad Company, upon and along River



Street (formerly Little Water Street) from Grand Street to South First Street, and upon and along South First Street from River Street to Kent Avenue, all in the Borough of Brooklyn. On October 31, 1919, the Commission made an order (blank form of hearing order with notice, page 156) directing that a hearing be had in the matter on November 13, 1919.

On November 21, 1919, the Commission approved an opinion (10 P. S. C. R. [1st Dist. N. Y.] 131), rendered by Deputy Commissioner Barrett, recommending that the company's application be approved and, pursuant thereto, made the following order:

IN THE MATTER  
OF THE

Application of THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY under Section 184 of the Railroad Law for the approval of the Public Service Commission of the State of New York, in the First District, of a Declaration of Abandonment of the portion of its route and franchises on River Street (formerly Little Water Street) between Grand Street and South First Street and on South First Street between River Street and Kent Avenue, Borough of Brooklyn, City of New York.

Case No. 2432  
Order Granting Application  
November 21, 1919

Application having been made to this Commission by the Coney Island and Brooklyn Railroad Company, a street surface railroad corporation, by letter dated October 24, 1919, for the approval of this Commission, under Section 184 of the Railroad Law, of a declaration of abandonment of the following portion of its route of street surface railroad in the Borough of Brooklyn, City and State of New York:

River Street (formerly Little Water Street) from Grand Street to South First Street;

South First Street from River Street to Kent Avenue;

and a hearing having been duly had on said application on November 13, 1919, M. B. Hoffman, Esq., appearing for said The Coney Island and Brooklyn Railroad Company, and George H. Stover, Esq., Assistant Counsel, attending for the Commission; and proof of publication of the time, place and purpose of said hearing having been duly filed and presented; and the Commission being satisfied by the proofs made that said portion of its route sought to be abandoned is no longer necessary for the successful operation of said The Coney Island and Brooklyn Railroad Company's road for the convenience of the public, it is

*Ordered*, That said application for the approval of the declaration of abandonment of those portions of the route of street surface railroad of The Coney Island and Brooklyn Railroad Company in, upon, along and over:

River Street (formerly Little Water Street) from Grand Street to South First Street;

South First Street from River Street to Kent Avenue;

in the Borough of Brooklyn, City and State of New York, be and the same hereby is granted, and that the approval by the Public Service Commission for the First District of said declaration of abandonment of said portion of said company's route be indorsed by the Acting Commissioner and attested by the Secretary of the Commission upon said declaration of abandonment accompanying the application in the following form and manner, to wit:

The foregoing declaration of abandonment, certified by the Secretary of The Coney Island and Brooklyn Railroad Company under the seal of said corporation, has been submitted to the Public Service Commission for the First District of the State of New York for its approval and is approved by said Commission.

New York, November 21, 1919.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

By

*Deputy and Acting Commissioner.*

Attest: *Secretary.*

And it is further ordered That this order shall take effect immediately.

## APPLICATIONS AS TO GRADE CROSSINGS

**Long Island Railroad Company—Establishment and maintenance of a private crossing (River Avenue, Laurel Hill)**

Case No. 2271  
Resolution Extending Time to Complete Crossing

On March 19, 1919, the Commission in this case adopted the following resolution:

## IN THE MATTER

## OF THE

Hearing on the motion of the COMMISSION with regard to the proposed establishment and maintenance of a private crossing at a point where River Avenue, Laurel Hill, intersects the tracks of the Montauk Division of The Long Island Railroad Company.

Case No. 2271  
Resolution Consenting to Extension of Time to Provide Access to Crossing from the East  
March 19, 1919

The Commission having adopted on April 16, 1918, a resolution approving an agreement dated March 22, 1918, between The Long Island Railroad Company and the Nichols Copper Company for the establishment and maintenance of a private crossing at a point where River Avenue, Laurel Hill, intersects the tracks of the Montauk Division of The Long Island Railroad Company, which agreement provides that said crossing shall not be continued longer than one year from the date thereof unless access thereto from the east be provided through the opening of streets now or hereafter laid down upon the map of The City of New York; and by communication dated March 6, 1919, Clinton T. Roe, attorney for the Nichols Copper Company, having advised the Commission that, in compliance with said provision, the Nichols Copper Company and the National Enameling & Stamping Company have opened Clinton Avenue, a street lying to the north of the railroad tracks, from River Avenue to Maspeth, and have practically but not completely finished the work; and by communication dated March 14, 1919, the Acting Chief Engineer of the Commission having reported that the work of completing the said street will not be finished by March 22, 1919, and having recommended that an extension of three months within which to complete said work be granted, it is

*Resolved*, That this Commission hereby consents to an extension of three months within which to complete the providing of access from the east to the crossing established and maintained under said agreement of March 22, 1918.

**New York & Harlem Railroad Company, The New York Central Railroad Company and The New York, New Haven & Hartford Railroad Company—Determination as to manner in which East 238th Street between Webster and Bullard Avenues shall be carried across tracks**

Case No. 2253,  
Resolution for Hearing Concerning Plans

The Commission in this case on April 26, 1919, adopted the following resolution:

## IN THE MATTER

## OF THE

Application of THE CITY OF NEW YORK for a determination as to the manner in which East 238th Street between Webster Avenue and Bullard Avenue shall be carried across the tracks of the New York and Harlem Railroad Company, leased to and operated by The New York Central Railroad Company, and the tracks of The New York, New Haven and Hartford Railroad Company.

Case No. 2253  
Resolution for Hearing Concerning Plans  
April 26, 1919

*Whereas*, On or about February 1, 1918, an order was made by the Commission directing that East 238th Street from Bullard Avenue to Webster Avenue, in the Borough of The Bronx, City of New York, should be carried across the tracks of the New York and Harlem Railroad Company leased to and operated by The New York Central Railroad Company, and the tracks of The New York, New Haven and Hartford Railroad Company, by means of an overhead bridge for general traffic, and

*Whereas*, In and by said order it was provided, among other things, that before proceeding with the construction of said bridge and its approaches or letting any contract for the construction thereof, said railroad corporations should submit to this Commission, for its approval, detailed plans and specifications of such bridge and its approaches and should procure the approval thereof by this Commission, and

*Whereas*, Said The New York Central Railroad Company has recently submitted to the Commission, pursuant to said order, a plan showing a structure eighty (80) feet in width, the estimated cost of which is stated to be \$410,000 and also a plan showing a structure sixty (60) feet in width, the estimated cost of which is stated to be \$330,000, and

*Whereas*, The Bronx Parkway Commission has requested an opportunity to be heard before any action is taken by the Commission upon any such plan or plans, and the Commission is of the opinion that said request should be granted.

*Resolved*, That a hearing be had by and before the Commission on the 14th day of May, 1919, at 2:30 o'clock in the afternoon at the rooms of the Commission, No. 49 Lafayette Street, Borough of Manhattan, City of New York upon the question whether either of the plans submitted by The New York Central Railroad Company as aforesaid should be approved, or whether any other plan or plans should be approved, and that upon such hearing any alternative plan or plans that may have been prepared by said Bronx Parkway Commission may be presented for the consideration of the Commission.

Several hearings were held in this matter. On September 11, 1919, the hearings were closed. No order had been entered in the case up to the close of the year.

(For the order of February 1, 1918, see Volume I, Annual Report of the Commission for 1918, page 533.)

### **The New York, New Haven and Hartford Railroad Company — Complaint of Henry Nordheim regarding bridge structures constructed over and across the company's tracks**

Case No. 2251.  
Discontinuance Order

On May 3, 1919, the Commission in this case adopted the following order:

#### IN THE MATTER OF THE

Complaint of HENRY NORDHEIM as to the maintenance of bridge structures constructed over and across the tracks of The New York, New Haven and Hartford Railroad Company in the Borough of The Bronx, City of New York, under agreement with the City of New York.

Case No. 2251  
Discontinuance Order  
May 3, 1919

Complaint having been made to this Commission by the above-named complainant that certain bridges that had been constructed over and across the tracks of The New York, New Haven and Hartford Railroad Company in the Borough of The Bronx, City of New York, under an agreement between said company and The City of New York, were being maintained in violation of law, for the reason that the erection of said structures had not previously been passed upon by the Public Service Commission; and the allegations of said complaint having been investigated by the Commission; and the Commission being of the opinion after such investigation that further proceedings in respect of such complaint are not warranted.

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued.

### **The City of New York — Application for a determination as to the manner in which Card Place in the Borough of Queens shall be carried across the tracks of the Flushing and North Side Division of The Long Island Railroad Company**

Case No. 2372.  
Hearing Resolution with Notice  
Discontinuance Order

Application having been made by The City of New York, by resolution of the Board of Estimate and Apportionment adopted December 20, 1918, for a determination as to the manner in which Card Place in the Borough of Queens shall be opened, extended or constructed across the tracks of the Flushing and North Side Division of The Long Island Railroad Company, whether over or under said rail-

road or at grade, the Commission, on May 7, 1919, directed (see blank form of hearing resolution with notice, page 156) that a hearing be had in this matter on May 29, 1919.

On July 1, 1919 the Commission made the following order :

IN THE MATTER

OF THE

Application of THE CITY OF NEW YORK for a determination as to the manner in which Card Place in the Borough of Queens shall be carried across the tracks of the Flushing and North Side Division of The Long Island Railroad Company.

Case No. 2372  
Discontinuance Order  
July 1, 1919

Application having been made to this Commission by The City of New York, by Resolution of the Board of Estimate and Apportionment adopted December 20, 1918, for a determination as to the manner in which Card Place in the Borough of Queens shall be opened, extended or constructed across the tracks of the Flushing and North Side Division of The Long Island Railroad Company, whether over or under said Railroad or at grade; and said application having been set down for hearing by and before the Commission on May 29, 1919, and the date of said hearing having been subsequently adjourned to June 5, 1919, and later to June 26, 1919; and it having been made to appear on said hearing of June 26, 1919, that by resolution adopted on June 20, 1919, the Board of Estimate and Apportionment of The City of New York had duly rescinded its resolution of December 20, 1918, making application to the Commission for a determination of the manner of crossing; and The City of New York having appeared on said hearing by Mr. Vincent Victory, Assistant Corporation Counsel, and having formally withdrawn said application and consented that the proceeding be discontinued,  
*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued.

**The New York and Harlem Railroad Company — Application of the City of New York for determination as to manner in which Gun Hill Road, as widened, shall cross company's tracks**

Case No. 2006,  
Approval Orders

The Commission in this case on June 5, 1919, made the following order :

IN THE MATTER

OF THE

Application of THE CITY OF NEW YORK for a determination as to the width and grades at which Gun Hill Road and its approaches shall be extended across the tracks of The New York and Harlem Railroad Company in the Borough of The Bronx, City of New York.

Case No. 2006,  
Order Approving Revised  
Plan No. 60.157  
June 5, 1919

*Whereas*, On January 20, 1916, this Commission made a final order and determination herein as to the manner in which the new or widened portions of Gun Hill Road should be carried across the tracks of the New York and Harlem Railroad Company and as to changes in the existing structure over such tracks; and

*Whereas*, Said order also provided that the details of construction of the bridge, retaining walls and track location be submitted to and be subject to the approval of the Commission; and

*Whereas*, Since the date of said order various plans and specifications of such work have been submitted to and approved by the Commission, including Plan No. 60.157, Sheet 1, Issue 5, Dated February 7, 1917, Revised November 27, 1917, which was approved by the Commission on January 16, 1918; and

*Whereas*, The New York Central Railroad Company, lessee of the New York and Harlem Railroad, under date of May 7, 1919, has re-submitted to the Commission said Plan No. 60.157, revised in yellow to show certain changes in the location of the duct lines of the Empire City Subway Company and the Consolidated Telegraph & Electrical Subway Company; and

*Whereas*, It appears that the changes proposed will not involve any additional expense and that there is no objection to them from an engineering standpoint, and that the Chief Engineer of the Commission recommends the approval of the Plan as changed,

*Ordered*, That said Plan No. 60.157, Sheet 1, Issue 5, dated February 7, 1917, revised November 27, 1917, and further revised in yellow as aforesaid on or about

May 1, 1919, he and the same hereby is approved, and that the Secretary of the Commission be and he hereby is directed to endorse on said revised plan the approval of this Commission.

On November 28, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Application of THE CITY OF NEW YORK for a determination as to the width and grades at which Gun Hill Road and its approaches shall be extended across the tracks of The New York and Harlem Railroad Company in the Borough of The Bronx, City of New York.

Case No. 2006,  
Order Approving Revised  
Plan No. 59.867  
November 28, 1919

*Whereas*, On January 20, 1916, the Commission made a final order and determination herein as to the manner in which the new or widened portions of Gun Hill Road should be carried across the tracks of the New York and Harlem Railroad Company and as to changes in the existing structure over said tracks; and

*Whereas* Said order also provided that the details of construction of the bridge, retaining walls and track location be submitted to and be subject to the approval of the Commission; and

*Whereas*, Since the date of said order various plans and specifications of such work have been submitted to and approved by the Commission, including plan No. 59.867, Issue No. 2, dated March 22, 1917, revised September 5, 1917, which was approved by the Commission on January 16, 1918; and

*Whereas*, The New York Central Railroad Company, by W. F. Jordan, Manager, Grand Central Terminal Improvements, by letter dated October 20, 1919, submitted for approval revised plan of the substructure for the Gun Hill Road Bridge showing the upper portion of the center pier thereof constructed of brick instead of concrete; and

*Whereas*, Said revised plan is satisfactory to the Commission, it is  
*Ordered*, That the following revised plan, shown on blue-print numbered 59.867 and bearing the title:

"New York & Harlem R. R.  
Leased and Operated by  
N. Y. C. & H. R. Co.  
Buffalo and East  
Electric Division  
Masonry Plan, Gun Hill Rd. Bridge  
Williamsbridge, N. Y.  
Office of Designing Engineer  
Scales Indicated March 22, 1917  
Issue No. 4 Revised 10-17-19  
Approved: W. F. Jordan  
Manager Grand Central Terminal Improvements,"

he and hereby is approved, and that the Secretary of the Commission be and hereby is directed to endorse on said plan the approval of the Commission;

*Further ordered*, That the approval of this plan shall not bind the State of New York or The City of New York to pay any share of the cost of any additions or betterments to the railroad as they may appear on this plan over and above such work as is necessary for changing the existing structure, nor shall such approval bind The City of New York to pay any share of such cost over and above such work as is necessary for carrying the new or widened portions of Gun Hill Road across the railroad tracks.

On December 5, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Application of THE CITY OF NEW YORK for a determination as to the width and grades at which Gun Hill Road and its approaches shall be extended across the tracks of The New York and Harlem Railroad Company in the Borough of The Bronx, City of New York.

Case No. 2006  
Order Approving Revised  
Plan No. 60.157  
Issue 7  
December 5, 1919

*Whereas*, The Commission, on January 16, 1918, approved certain blue-print plans, including Plan No. 60.157, Sheet 1, and specifications showing details of the superstructure and substructure of the proposed highway bridge to be built over the railroad tracks at Gun Hill Road; and

*Whereas*, Plan No. 60.157, Sheet 1, has been heretofore revised; and

Whereas, The New York Central Railroad Company, lessee of the New York and Harlem Railroad, by W. F. Jordan, Manager, Grand Central Improvements, by letter dated November 18, 1919, submitted to the Commission a further revision of Plan No. 60,157, Sheet 1, revised November 14, 1919, Issue No. 7; and

Whereas, It appears that the revision is slight and consists in the change of the grade of the proposed bridge in order to obviate jacking up the main bridge girders where settlement has occurred on account of compression of timbers in the temporary bent, and that the Assistant Division Engineer in charge of grade crossings recommends the approval of the plan as changed, it is

**Ordered,** That the said revised plan of the highway bridge at Gun Hill Road, marked:

New York & Harlem R. R.  
Leased and Operated by  
N. Y. C. R. R. Co.  
Buffalo and East  
Electric Division  
Gun Hill Road Highway Bridge  
Williamsbridge, N. Y.  
Office of Engineer of Structures  
Scales: Indicated February 7, 1917  
Issue: 7 Date: 11-24-19,

be and the same hereby is approved, and that the Secretary of the Commission be and he hereby is directed to indorse on said revised plan the approval of this Commission.

(For the order of January 20, 1916, see Appendix A to Volume I, Annual Report of the Commission for 1916, page 68.)

**Staten Island Rapid Transit Railway Company — Application of the City of New York for determination as to nature of proposed alterations at crossing where tracks cross Virginia Avenue (between Vermont Avenue and Anderson Street), Borough of Richmond**

Case No. 2130,  
Further Hearing Order  
Final Order and Determination

On June 23, 1919, the Commission in this case made the following order:

IN THE MATTER  
OF THE

Application of THE CITY OF NEW YORK for a determination as to the nature of proposed alterations at the crossing where the tracks of the Staten Island Rapid Transit Railway Company cross Virginia Avenue (between Vermont Avenue and Anderson Street) in the Borough of Richmond.

Case No. 2130  
Order Directing Further  
Hearing  
June 23, 1919

A hearing having been duly had by and before the Commission in the above entitled proceeding on January 10 and January 24, 1917, and no final order or determination having been made, and the Commission being of the opinion that a further hearing should be held herein, it is

**Ordered,** That a further hearing be had in this proceeding on the 21st day of July, 1919, at 2:30 o'clock in the afternoon at the hearing room of the Commission No. 49 Lafayette Street, in the Borough of Manhattan, City of New York;

**Further ordered,** That not less than ten (10) days' notice of said hearing be given to the Staten Island Rapid Transit Railway Company, to the City of New York and to the owners of lands adjoining the railroad and that part of the street to be opened, extended or constructed, and to the owners of the lands adjoining the railroad, the crossing and that part of the street or new portion or additional width of the street to be changed in grade or location by service on each of them of a copy of the notice of said further hearing in the form hereto annexed not less than ten (10) days in advance of the date set for said further hearing.

**Further ordered,** That notice of said further hearing in the form hereto annexed be published for at least two (2) days prior to the date of said further hearing in the Staten Islander and Staten Island News, two newspapers published in the locality affected by the application of The City of New York, and that proof of said

publication be filed with the Commission on or before the date of said further hearing.

STATE OF NEW YORK  
PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT

IN THE MATTER

OF THE

Application of THE CITY OF NEW YORK for a determination as to the nature of proposed alterations at the crossing where the tracks of the Staten Island Rapid Transit Railway Company cross Virginia Avenue (between Vermont Avenue and Anderson Street) in the Borough of Richmond.

Case No. 2130  
Notice of Further  
Hearing

*Notice is hereby given*, That a further hearing in the above-entitled matter will be held by the Commission on the 21st day of July, 1919, at 2:30 o'clock in the afternoon at the hearing room of the Commission, No. 49 Lafayette Street, Borough of Manhattan, City of New York.

Dated,

PUBLIC SERVICE COMMISSION  
FOR THE FIRST DISTRICT,

By

*Secretary.*

On August 15, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Application of THE CITY OF NEW YORK for a determination as to the nature of proposed alterations at the crossing where the tracks of the Staten Island Rapid Transit Railway Company cross Virginia Avenue (between Vermont Avenue and Anderson Street) in the Borough of Richmond.

Case No. 2130  
Final Order and  
Determination  
August 15, 1919

The City of New York, by resolution adopted by the Board of Estimate and Apportionment on June 23, 1916, having changed the map or plan of the City of New York by fixing the lines and changing the grade of Virginia Avenue from Tompkins Avenue to Bay Street in the Borough of Richmond, City of New York, in accordance with a map or plan bearing the signature of the President of said Borough and dated April 14, 1916, and by further resolution adopted by said Board of Estimate and Apportionment on June 23, 1916, and by petition, verified August 10, 1916, of its Corporation Counsel, having made application to this Commission, under Sections 90 and 91 of the Railroad Law, to determine whether Virginia Avenue, as the lines thereof are so fixed or the grade thereof is so changed, shall pass over or under the tracks of the Staten Island Rapid Transit Railway Company and whether there shall be a change in the existing crossing and its approaches;

And the Commission having appointed January 10, 1917, at 2:30 o'clock in the afternoon as the time and the hearing room of the Commission, No. 120 Broadway, in the Borough of Manhattan, City of New York, as the place for a hearing upon said application, and having given notice of such hearing, as required by law, to said railroad corporation, to said The City of New York, and to the owners of lands adjoining the railroad and that part of the street to be opened, extended or constructed, and to the owners of the lands adjoining the crossing and that part of the street or new portion or additional width of the street to be changed in grade or location; and a hearing having been duly had upon said application on January 10, 1917, before Henry W. Hodge and Travis H. Whitney, Commissioners, and on January 24, 1917, before Oscar S. Straus, William Hayward, Henry W. Hodge and Travis H. Whitney, Commissioners; R. H. Neilson appearing for the Staten Island Rapid Transit Railway Company, Judson Hyatt, Assistant Corporation Counsel, appearing for the City of New York, Morris S. Schector, Deputy Attorney-General, appearing for the State of New York, Arthur DuBois, Assistant Counsel to the Commission, attending, and certain property owners appearing in person; and after due notice to said railroad corporation, to said The City of New York, and to the owners of lands adjoining the railroad and that part of the street to be opened, extended or constructed, and to the owners of the land adjoining the crossing and that part of the street, or new portion or additional width of the street to be changed in grade or location; a further hearing having been duly held herein on July 21 and August 4, 1919, before Alfred M. Barrett, Deputy Commissioner, R. H. Neilson, appearing for the Staten Island Rapid Transit Railway Company, and the Director General of Railroads, Vincent Victory, and Herman Torberg, Assistant Corporation Counsel, appearing for the City of New York, Edward M. Deegan, Assistant Counsel to the Commission, attending, and certain property owners appearing in person; and it appearing to the Commission that the new or widened

portions of Virginia Avenue should be carried under the railroad as hereinafter stated and that public safety requires such an alteration or change in the manner in which Virginia Avenue and its approaches pass under the railroad as hereinafter stated,

Now, therefore,

It is ordered and determined, (1) That, pursuant to the provisions of Section 90 of the Railroad Law, the new or widened portions of Virginia Avenue, Borough of Richmond, City of New York, shall be constructed and extended under the tracks of the Staten Island Rapid Transit Railway Company in the manner and method and at the grades and elevations shown on a blue-print map received in evidence as the City's Exhibit No. 1, on the hearing had in this matter on January 10, 1917, which blue-print map bears the following endorsement:

THE CITY OF NEW YORK — BOROUGH OF RICHMOND  
OFFICE OF THE PRESIDENT  
BUREAU OF ENGINEERING  
MAP OF  
VIRGINIA AVENUE

from Tompkins Ave., to Bay St. in the Fourth Ward

Dated, April 14th, 1916.

Scale: 1 inch = 90 feet.

ELLARSON STOUT,

Assistant Engineer

THEODORE S. OXENOM

Engineer

HENRY P. MORRISON,

Commissioner of Public Works

CALVIN D. VAN NAME,

President of the Borough

(2) That, pursuant to the provisions of Section 91 of the Railroad Law, the following alterations or changes shall be made on Virginia Avenue and its approaches in the Borough of Richmond, City of New York, where the same passes under the tracks of the Staten Island Rapid Transit Railway Company; bridge carrying the railroad so that there shall be a clearance of at least 14 feet from the surface of Virginia Avenue to the lowest member of said bridge as shown on the blue-print map received in evidence as the Commission's Exhibit No. 1 on the hearing had in this matter on January 10, 1917, which blue-print map bears the following endorsement:

"PLAN AND PROFILE  
OF

VIRGINIA AVENUE

PROPOSED CHANGE OF STREET GRADE TO GIVE  
14 FT. UNDER CLEARANCE AT RAILROAD BRIDGE

ON

STATEN ISLAND RAPID TRANSIT RAILWAY

JAN. 5, 1917

O. C. -1406."

(3) That before proceeding with the work of widening Virginia Avenue and depressing the grade of said Avenue and its approaches or before letting any contract for such work, said railroad corporation shall submit to this Commission for its approval, detail plans and specifications of all changes to be made and shall procure the approval thereof by this Commission.

(4) That in case the work of widening Virginia Avenue and depressing the grade thereof is to be done by contract, the proposals of contractors shall be submitted to this Commission for its consideration in order that the Commission may approve such bid as it may deem proper and in order that it may require the submission of new proposals in case it shall determine that all the bids submitted are excessive.

(5) That this improvement be carried out in the manner provided by Sections 90, 91, 92, 94, 96, and 97 of the Railroad Law and that the apportionment of the expense among the parties be made by the Commission at the hearing to be had on the accounting herein.

(6) That the estimated cost of the alterations and changes provided for in paragraph (2) of this order is \$16,040, which is hereby approved, and that the State share of said cost now estimated at \$4,010, be and hereby is appropriated from the funds available for that purpose.

**Long Island Railroad Company — Application of the City of New York for determination as to manner in which Card Place, Borough of Queens, shall be carried across tracks of the Flushing and North Side Divisions**

Case No. 2390,

Hearing Order with Notice

Final Order and Determination

Approval Orders

This proceeding was begun upon application by resolution of the Board of Estimate and Apportionment, adopted June 20, 1919, by the City of New York, for a determination as to the manner in which Card Place in the Borough of Queens should be opened, extended or constructed across the tracks of the Flushing and North Side Division of the Long Island Railroad Company, whether over or under said railroad or at grade. On July 1, 1919, the Commission made an order (see



blank form of hearing order with notice, page 156) directing that a hearing be had in this matter on July 28, 1919.

On August 1, 1919, the Commission made the following order and determination:

IN THE MATTER

OF THE

Application of THE CITY OF NEW YORK for a determination as to the manner in which Card place in the Borough of Queens shall be carried across the tracks of the Flushing and North Side Division of The Long Island Railroad Company

Case No. 2390.  
Final Order and Determination  
August 1, 1919

Application having been made to this Commission by The City of New York by resolution of the Board of Estimate and Apportionment adopted June 20, 1919, for a determination as to the manner in which Card place in the Borough of Queens, City of New York, shall be opened, extended or constructed across the tracks of the Flushing and North Side Division of The Long Island Railroad Company, whether under or over said railroad or at grade;

And the Commission having appointed July 28, 1919, at 2:30 o'clock in the afternoon as the time and the hearing room of the Commission at 49 Lafayette Street, Borough of Manhattan, City of New York, as the place for a hearing upon said application, and having given notice of such hearing as required by law to the railroad corporation whose railroad is to be crossed by such new street, to the municipal corporation and to the owners of land adjoining the railroad and that part of the street to be opened, extended and constructed across said railroad;

And a hearing having been duly had upon said application at the time and place aforesaid before Hon. Alfred M. Barrett, Deputy Commissioner, presiding, Vincent Victory, Assistant Corporation Counsel appearing for The City of New York in support of said application, Louis J. Carruthers appearing for The Long Island Railroad Company and for Ralph Peters, Federal Manager of the Long Island Railroad, and not opposing said application, and Edward M. Deegan, Assistant to the Counsel to the Commission, attending; and testimony having been taken upon said hearing; and the Commission having determined that said new street should be carried across said railroad above grade by means of an overhead bridge for pedestrian traffic only; it is

*Ordered*, (1) That this Commission determines under Section 90 of the Railroad Law that Card place in the Borough of Queens, City of New York, shall cross the tracks of The Long Island Railroad Company on its Flushing and North Side Division, above the grade of such railroad and on an overhead bridge for pedestrian traffic only, such bridge to be constructed substantially as shown on map or plan received in evidence as company's Exhibit No. 8 at the hearing had in this matter, which map or plan bears the following endorsement:

"LONG ISLAND RAILROAD  
NORTH SIDE DIVISION.

PROPOSED FOOT BRIDGE AT CARD PLACE.

SCALE 1" = 10' EXCEPT AS NOTED.

JAMAICA, N. Y. BRIDGE NO. N-54.  
JUNE 24, 1919 SKETCH NO. 3.

VOL. SEC. 2B."

(2) That the clearance above the top of the highest rail of the railroad tracks to the lowest member of said bridge carrying Card place across the railroad shall be sixteen and one-half (16½) feet.

(3) That, before proceeding with the construction of said bridge and its approaches or letting any contract for the construction thereof, The Long Island Railroad Company shall submit to this Commission for its approval detailed plans and specifications of such bridge and its approaches, showing the height, length, width and material of said bridge and the length, character, grades and material of the approaches thereto, and shall procure the approval thereof by this Commission.

(4) That in case the work of constructing said bridge and its approaches is to be done by contract, the proposals of contractors shall be submitted to this Commission for its consideration in order that the Commission may approve such bid as it may deem proper and in order that it may require the submission of new proposals in case it shall determine that all the bids submitted are excessive.

On October 31, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Application of THE CITY OF NEW YORK for a determination as to the manner in which Card place in the Borough of Queens shall be carried across the tracks of the Flushing and North Side Division of The Long Island Railroad Company.

Case No. 2390.  
Order Approving Detailed Plan of Bridge  
October 31, 1919

The Commission having made a final order and determination herein on August 1, 1919, directing that Card place in the Borough of Queens, City of New York,

should cross the tracks of The Long Island Railroad Company on its Flushing and North Side Division, above the grade of such railroad and on an overhead bridge for pedestrians only, substantially in the manner shown on the map or plan marked Exhibit No. 8 at the hearing had herein; and said The Long Island Railroad Company through L. V. Morris, Chief Engineer, having submitted on October 14, 1910, to this Commission, for its approval, a plan and details of said bridge, and said plan so submitted being satisfactory to the Commission, it is *Ordered*, That said plan, entitled

LONG ISLAND RAILROAD  
NORTH SIDE DIVISION  
CARD PLACE FOOT-BRIDGE  
PLAN AND DETAILS

SCALE AS NOTED  
JAMAICA, N. Y. BRIDGE No. N-54.  
OCTOBER 6, 1910 DRAWING No. 1  
VALUATION SECTION 2B

be and the same hereby is approved, and that the Secretary of the Commission be and he hereby is directed to endorse upon said plan the approval of the Commission.

On December 5, 1910, the Commission made the following order:

IN THE MATTER  
OF THE

Application of THE CITY OF NEW YORK for a determination as to the manner in which Card place in the Borough of Queens shall be carried across the tracks of the Flushing and North Side Division of The Long Island Railroad Company.

Case No. 2390.  
Order Approving Bid of  
the Bergen Point Iron  
Works for Furnishing  
Steel for Card Place  
Foot-bridge.  
December 5, 1910

*Whereas*, On August 1, 1910, the Commission made a final order and determination herein as to the manner in which Card place in the Borough of Queens should be carried across the tracks of the Flushing and North Side Division of the Long Island Railroad Company and

*Whereas*, The Long Island Railroad Company, by L. V. Morris, Chief Engineer, by communication dated December 2, 1910, submitted for approval certain bids for the construction of a foot-bridge at Card place in the Borough of Queens, and

*Whereas*, The Bergen Point Iron Works is the lowest bidder for said construction work, the estimated cost for delivery of steel work for the stairways, columns and hand rail being \$1,770, and

*Whereas*, The said bid of the Bergen Point Iron Works appears to be reasonable, it is

*Ordered*, That the said bid of the Bergen Point Iron Works for the delivery of said steel for the Card place foot-bridge be and hereby is approved;

*Further ordered*, That the approval of said bid shall not bind the State of New York or the City of New York to pay any share of the cost of construction of said Card place foot-bridge or any additions or betterments to the railroad over and above such work as is necessary for the carrying of said Card place foot-bridge over the tracks of the Long Island Railroad Company.

**New York and Harlem Railroad Company (leased to New York Central Railroad Company)**—Application of City of New York for a determination as to the manner in which Third Avenue between 180th Street and Fordham Road; 189th Street from Webster Avenue to Third Avenue, shall be extended across tracks of Company

Case No. 2123.  
Approval Order

On October 7, 1910, the Commission in this case made the following order:

IN THE MATTER  
OF THE

Application of THE CITY OF NEW YORK for a determination as to the manner in which portions of the following streets shall be extended across the tracks of the New York and Harlem Railroad Company (leased to New York Central Railroad Company) in the Borough of The Bronx, City of New York:

Third Avenue between 189th Street and  
Fordham Road  
189th Street from Webster Avenue to  
Third Avenue

Case No. 2123.  
Order Approving General  
Plan of Improvement  
October 7, 1910

The Commission having made a final order and determination herein on October 1, 1910, directing that Third Avenue, as widened between East 189th Street and

Fordham Road, and East 189th Street as extended, in the Borough of The Bronx, City of New York, should be carried across the tracks of the New York and Harlem Railroad Company (leased to and operated by The New York Central Railroad Company), above the grade of such railroad, and on an overhead structure, in the manner and at the grades and elevations shown upon the map or plan marked Exhibit No. 1 at the hearing had herein; and said The New York Central Railroad Company, through Geo. W. Kittredge, Chief Engineer, having submitted on August 12, 1919, to this Commission for its approval a general plan of the improvement, and said plan so submitted being satisfactory to the Commission, it is

*Ordered*, That said plan, entitled:

U. S. R. R. ADMINISTRATION.  
DIRECTOR GENERAL OF RAILROADS.  
N. Y. C. & H. R.  
BUFFALO AND EAST  
NEW YORK & HARLEM R. R.  
ELECTRIC DIVISION.  
SPAN DIAGRAM — TRACK COVERING  
FORDHAM IMPROVEMENT  
FORDHAM, N. Y.

OFFICE OF DESIGNING ENGINEER

Issue No. 2

February 24, 1919

Revised 8-4-19

APPROVED: W. F. JORDAN,  
Manager Grand Central Terminal  
Improvements.

APPROVED: GEO. W. KITTREDGE,  
Chief Engineer.

62737.

be and the same hereby is approved, and that the Secretary of the Commission be and he hereby is directed to endorse upon said plan the approval of the Commission.  
(For the order of October 1, 1918, see Volume I, Annual Report of the Commission for 1918, page 536.)

**The Long Island Railroad Company — Determination as to manner in which Roach Place, Borough of Queens, shall be carried across tracks of Flushing and North Side Division of Company**

Case No. 2434,

Hearing Order with Notice  
Final Order and Determination

This case was begun upon application of the City of New York by resolution of the Board of Estimate and Apportionment, adopted July 11, 1919, for a determination as to the manner in which Roach place, in the Borough of Queens, should be opened, extended or constructed across the tracks of the Flushing and North Side Division of the Long Island Railroad Company, whether over or under said railroad or at grade. On October 31, 1919, the Commission made an order (see blank form of hearing order with notice, page 156) directing that a hearing be had in this matter on November 20, 1919.

On November 28, 1919, the Commission made the following Final Order and Determination in this case:

IN THE MATTER  
OF THE

Application of THE CITY OF NEW YORK for a determination as to the manner in which Roach place in the Borough of Queens shall be carried across the tracks of the Flushing and North Side Division of The Long Island Railroad Company

Case No. 2434,  
Final Order and Determination  
November 28, 1919

Application having been made to this Commission, by The City of New York, by resolution of the Board of Estimate and Apportionment adopted July 11, 1919, for a determination as to the manner in which Roach place, in the Borough of Queens, City of New York, shall be opened, extended or constructed across the tracks of the Flushing and North Side Division of The Long Island Railroad Company, whether under or over said railroad or at grade;

And the Commission having appointed November 20, 1919, at 10:30 o'clock in the forenoon, as the time, and the hearing room of the Commission, at 49 Lafayette Street, Borough of Manhattan, City of New York, as the place, for a hearing upon said application, and having given notice of such hearing as required by law to the railroad corporation whose railroad is to be crossed by such new street.

to the municipal corporation and to the owners of land adjoining the railroad and that part of the street to be opened, extended and constructed across said railroad;

And a hearing having been duly had upon said application at the time and place aforesaid before Hon. Alfred M. Barrett, Deputy Commissioner, presiding, Vincent Victory, Assistant Corporation Counsel, appearing for The City of New York in support of said application, Joseph F. Keany appearing for The Long Island Railroad Company and for Ralph Peters, Federal Manager of The Long Island Railroad, and not opposing said application, and Edward M. Deegan, Assistant to the Counsel to the Commission, attending; and testimony having been taken upon said hearing; and the Commission having determined that said new street should be carried across said railroad above grade by means of a temporary overhead bridge for pedestrian traffic only; it is

*Ordered*, (1) That this Commission determine, under Section 90 of the Railroad Law, that Roach place in the Borough of Queens, City of New York, shall cross the tracks of The Long Island Railroad Company on its Flushing and North Side Division, above the grade of such railroad and on a temporary overhead bridge for pedestrian traffic only, the footings of such bridge to be of concrete, and the superstructure thereof to be of steel and wood or a combination of both, to be constructed substantially as shown on map or plan received in evidence as City's Exhibit No. 4 at the hearing had in this matter, which map or plan bears the the following endorsement:

"CITY OF NEW YORK, BOROUGH OF QUEENS  
OFFICE OF THE PRESIDENT  
TOPOGRAPHICAL BUREAU

MAP NO. 852

SHOWING

A TEMPORARY PEDESTRIAN CROSSING  
OVER THE FLUSHING AND NORTH SIDE DIVISION  
OF THE L. I. R. R. AT ROACH PLACE  
IN THE SECOND WARD  
NEW YORK, JUNE 11, 1919."  
SCALE 1" = 80'

(2) That the clearance above the top of the highest rail of the railroad tracks to the lowest member of said bridge carrying Roach place across the railroad shall be sixteen and one-half (16½) feet.

(3) That, before proceeding with the construction of said bridge and its approaches or letting any contract for the construction thereof, The Long Island Railroad Company shall submit to this Commission, for its approval, detailed plans and specifications of such bridge and its approaches, showing the height, length, width and material of said bridge and the length, character, grades and material of the approaches thereto, and shall procure the approval thereof by this Commission.

(4) That in case the work of constructing said bridge and its approaches is to be done by contract, the proposals of contractors shall be submitted to this Commission for its consideration in order that the Commission may approve such bids as it may deem proper and in order that it may require the submission of new proposals in case it shall determine that all the bids submitted are excessive.

ANNUAL AND OTHER REPORTS AND INFORMATION REQUIRED TO  
TO BE FILED BY CORPORATIONS

## Railroad and Street Railroad Corporations — Monthly reports of street electric railway corporations

Case No. 1879.  
Extension Orders

During the year Orders (see blank form of extension order, page 155) for extension of time within which to file monthly reports were issued in this case as follows:

<i>Date of application</i>	<i>Companies</i>	<i>Monthly report due</i>	<i>Extension order adopted</i>	<i>Extension of time to and including</i>
Jan. 6, 1919	The Brooklyn Heights R. R. Co.....	Jan. 6, 1919	Jan. 10, 1919	Jan. 16, 1919
	Nassau Electric R. R. Co.....			
	Brooklyn, Queens County & Suburban Railroad Company.....			
	Coney Island & Gravesend Railway Co.....			
	Coney Island & Brooklyn R. R. Co.....			
Feb. 5, 1919	South Brooklyn Railway Co.....	Feb. 4, 1919	Feb. 11, 1919	Feb. 14, 1919
	New York Consolidated R. R. Co.....			
	Bridge Operating Co.....			
	The Brooklyn Heights R. R. Co.....			
	Nassau Electric R. R. Co.....			
Feb. 11, 1919	Brooklyn, Queens County & Suburban Railroad Company.....	Report of Dec., 1918	Feb. 18, 1919	Feb. 15, 1919
	Coney Island & Gravesend Railway Co.....			
	Coney Island & Brooklyn R. R. Co.....			
	South Brooklyn Railway Co.....			
	New York Consolidated R. R. Co.....			
Feb. 11, 1919	Bridge Operating Co.....	Report of Dec., 1918	Feb. 18, 1919	Feb. 26, 1919
	New York Railways Co.....			
	The Brooklyn Heights R. R. Co.....			
	Nassau Electric R. R. Co.....			
	Brooklyn, Queens County & Suburban Railroad Company.....			
Mar. 14, 1919	Coney Island & Gravesend Railway Co.....	Mar. 5, 1919	Mar. 19, 1919	Mar. 15, 1919
	Coney Island & Brooklyn R. R. Co.....			
	South Brooklyn Railway Co.....			
	New York Consolidated R. R. Co.....			
	Bridge Operating Co.....			
April 11, 1919	Brooklyn Heights R. R. Co.....	April 5, 1919	April 14, 1919	April 15, 1919
	Nassau Electric R. R. Co.....			
	Brooklyn, Queens County & Suburban Railroad Company.....			
	Coney Island & Brooklyn R. R. Co.....			
	South Brooklyn Railway Co.....			
May 5, 1919	New York Consolidated R. R. Co.....	May 5, 1919	May 13, 1919	May 15, 1919
	Bridge Operating Co.....			
	Coney Island & Gravesend Railway Co.....			
	Brooklyn Heights R. R. Co.....			
	Nassau Electric R. R. Co.....			
	Brooklyn, Queens County & Suburban Railroad Company.....			
	Coney Island & Gravesend Railway Co.....			
	Coney Island & Brooklyn R. R. Co.....			
	South Brooklyn Railway Co.....			
	New York Consolidated R. R. Co.....			
	Bridge Operating Co.....			
	Coney Island & Gravesend Railway Co.....			
	Coney Island & Brooklyn R. R. Co.....			
	South Brooklyn Railway Co.....			
	New York Consolidated R. R. Co.....			
	Bridge Operating Co.....			
	Coney Island & Gravesend Railway Co.....			
	Coney Island & Brooklyn R. R. Co.....			
	South Brooklyn Railway Co.....			
	New York Consolidated R. R. Co.....			
	Bridge Operating Co.....			
	Coney Island & Gravesend Railway Co.....			
	Coney Island & Brooklyn R. R. Co.....			
	South Brooklyn Railway Co.....			
	New York Consolidated R. R. Co.....			
	Bridge Operating Co.....			
	Coney Island & Gravesend Railway Co.....			
	Coney Island & Brooklyn R. R. Co.....			
	South Brooklyn Railway Co.....			
	New York Consolidated R. R. Co.....			
	Bridge Operating Co.....			
	Coney Island & Gravesend Railway Co.....			
	Coney Island & Brooklyn R. R. Co.....			
	South Brooklyn Railway Co.....			
	New York Consolidated R. R. Co.....			

<i>Date of application</i>	<i>Companies</i>	<i>Monthly report for</i>	<i>Extension order adopted</i>	<i>Extension of time to and including</i>
May 22, 1919	New York Railways Co.....	March, 1919	May 24, 1919	June 15, 1919
June 21, 1919	New York Railways Co.....	April, 1919	June 23, 1919	July 10, 1919
July 7, 1919	New York Railways Co.....	April, 1919	July 11, 1919	July 26, 1919
July 7, 1919	New York Railways Co.....	May, 1919	July 16, 1919	July 25, 1919
Aug. 12, 1919	New York Railways Co.....	June, 1919	Aug. 15, 1919	Sept. 1, 1919
	Brooklyn & North River R. R. Co.....			
Aug. 26, 1919	New York Railways Co.....	June, 1919	Sept. 5, 1919	Sept. 15, 1919
Sept. 15, 1919	New York Railways Co.....	July, 1919	Sept. 19, 1919	Sept. 30, 1919
Oct. 3, 1919	Brooklyn Heights R. R. Co.....	August, 1919	Oct. 10, 1919	Oct. 16, 1919
	Nassau Electric R. R. Co.....			
	Brooklyn, Queens County & Suburban Railroad Company.....			
	Coney Island & Gravesend Railway Co.....			
	Coney Island & Brooklyn R. R. Co.....			
	South Brooklyn Railway Co.....			
	Bridge Operating Co.....			
	New York Municipal Corporation.....			
Oct. 4, 1919	New York Railways Co.....	August, 1919	Oct. 10, 1919	Oct. 31, 1919
Oct. 23, 1919	Third Avenue Ry. System.....	Sept., 1919	Oct. 23, 1919	Nov. 14, 1919
Oct. 30, 1919	New York Railways Co.....	August, 1919	Nov. 5, 1919	Nov. 18, 1919
Dec. 8, 1919	Brooklyn Heights R. R. Co.....	October, 1919	Dec. 12, 1919	Dec. 18, 1919
	Brooklyn, Queens County & Suburban Railroad Company.....			
	Coney Island & Brooklyn R. R. Co.....			
	Nassau Electric R. R. Co.....			
	Bridge Operating Co.....			
	New York Municipal Railway Corp.....			
	New York Consolidated R. R. Co.....			
	Coney Island & Gravesend R. R. Co.....			
Dec. 8, 1919	The Brooklyn City R. R. Co.....	October, 1919	Dec. 12, 1919	Dec. 18, 1919

### Street and Electric Railroad Corporations—Forms of annual report

#### Case No. 2302, Resolution

On January 23, 1919, the Commission in this case adopted the following resolution:

*Whereas*, This Commission is of the opinion that the Richmond Light and Railroad Company has failed and omitted, and is still failing and omitting, to obey, observe and comply with the provisions of Section 46 of the Public Service Commissions Law requiring every street railroad corporation to file an annual report with the Commission, in the form prescribed by it, on or before September 30th in each year or within such time, not exceeding sixty days, after September 30th as may be extended by said Commission, and with the order of the Commission in Case No. 2302, duly adopted on June 25, 1918, which prescribed the form of annual report for the year ending June 30, 1918, required to be made and filed with the Commission by every street railroad corporation on which electric energy is used as the principal motive power, in that the Richmond Light and Railroad Company did not file with the Commission on or before November 30, 1918, and has not yet filed in the form prescribed or otherwise, its annual report for the year ending June 30, 1918, as required by the provisions of said Section 46 of the Public Service Commissions Law and the order of the Commission duly adopted on June 25, 1918, it is

*Resolved*, That the Counsel to the Commission be and hereby is directed and authorized to commence an action or proceeding in the Supreme Court of the State of New York in the name of this Commission against the Richmond Light and Railroad Company for the purpose of having the violation and threatened violation by that company of the provisions of Section 46 of the Public Service Commissions Law and of the order of the Commission in Case No. 2302 adopted on June 25, 1918, stopped and prevented by mandamus or injunction; and that the Acting

Chairman of the Commission be and he hereby is authorized to sign on behalf of the Commission and to verify such petition and other papers as, in the opinion of the Counsel to the Commission, may be necessary to institute and prosecute such action or proceeding.

(For the order of June 25, 1918, see Volume I, Annual Report of the Commission for 1918, page 594.)

### Gas Corporations and Electrical Corporations—Filing of annual reports for 1918

Case No. 2354,  
Approval Order  
Extension Orders  
Denial Order

On January 23, 1919, the Commission adopted the following order:

#### IN THE MATTER

#### OF THE

Form of Annual Report for 1918 to be filed by GAS CORPORATIONS and ELECTRICAL CORPORATIONS within the jurisdiction of the Public Service Commission for the First District in accordance with Section 66 of the Public Service Commissions Law

Case No. 2354,  
Order Approving and Prescribing Form of Annual Report, etc.  
January 23, 1919

The Public Service Commission for the First District being authorized and required by Section 66 of the Public Service Commissions Law, to prescribe the form of report required under said Act to be made by gas corporations and electrical corporations subject to its jurisdiction; It is hereby

*Ordered*, That the form of annual report for gas corporations and electrical corporations subject to the jurisdiction of the Commission for the year ending December 31, 1918, as the said form (Serial Form R-103) has been prepared by the Chief Statistician under the direction of the Commission, and which form is now before the Commission, be, and the same is, hereby approved and prescribed by this Commission, with the following modifications:

#### SCHEDULE OF MODIFICATIONS OF FORM A FOR THE YEAR 1918

Folio

- 4 Inquiry No. 12; eliminate the words "of fare."
- 21 Schedule No. 305. Change captions of columns C, D, and E in accordance with the following modifications of the directions: Show hereunder (B) the cash cost to the beginning of the year of fixed electric capital installed since 1908, and (C) the cash cost of that installed during the year, classified in accordance with the definition of the Uniform System of Accounts for Electrical Corporations as modified June 29, 1917. Show also (F) the amount of such capital retired or withdrawn during the year and (G) the balances in the several accounts at the close of the year. Any entries made in these accounts during the year in correction or modification of earlier entries should be given in Column D (debits) or column E (credits) and fully explained in foot-notes.
- 22 Change captions of Columns C, D, and E to read thus: (C) Installed during the year; (D) Adjustments—debits; (E) Adjustments—credits; to be interpreted in accordance with the revised directions to Schedules 305.
- 26 Eliminate columns B, C, F and G.
- 35 Schedule No. 373: Combine lines 33-36 and omit lines 41-44 and 47.
- 38 Omit inquiries 1 and 3.
- 39 Omit columns B, C, and H-L.
- 40 Schedule No. 461: Omit columns B, C, and H-L.
- 41 Schedule No. 462: Lines 42 and 43 alone required.
- 41 Schedule No. 465: Report only changes during the year.
- 42 Schedule No. 467: Report only changes during the year.
- 42 Schedule No. 468: Report only changes during the year.
- 43 Omit columns J-L.
- 45 Omit columns B, C, and H-K.
- 57 Eliminate Schedule No. 573.
- 67 For word "date" at beginning of fourth line under Diurnal Loads, read "data."
- 72 Omit columns C-P.

*Ordered*, That except as hereinafter provided all such corporations shall on or before March 15, 1919, make and file with this Commission a report in said form as modified for the year ending December 31, 1918.

*Ordered*, That any gas or electrical corporation which receives less than \$50,000 of revenue per annum shall be permitted to substitute for the prescribed form a

report in the form provided by the Public Service Commission for the Second District for Electrical and Gas Plants, Class C, printed and designated as Form 190.

*Ordered*, That a corporation owning a gas or electric plant which is not in commercial operation, or is not operated separately from the plant of a corporation owning or controlling such corporation, shall be permitted to substitute for the prescribed form, a report in the form provided by the Public Service Commission for the Second District for Inchoate and Dormant Electrical Corporations and Gas Corporations, printed and designated as Form No. 240.

*Ordered*, That the Secretary of this Commission serve upon each of the said corporations, in the manner prescribed by law, on or before January 31, 1919, a certified copy of this order, and two copies of the appropriate form.

*Ordered*, That the Secretary of the Commission be authorized and directed to request the Westchester Lighting Company to file a duplicate of its annual report to the Public Service Commission for the Second District, together with a separate verified statement showing in detail its sales, connected load, number of appliances rented, and number of street lamps, services, meters and consumers in the City of New York.

*Ordered*, That in pursuance of Section 23 of the Public Service Commissions Law every person and corporation so served notify the Commission forthwith in writing of the receipt of the said certified copy of this order and the forms of annual report aforesaid, and that in the case of a corporation such notification be signed and acknowledged by a person or officer duly authorized by the corporation to admit such service.

Application in writing dated March 11, 1919, having been made by the Kings County Lighting Company, for an extension of time within which to make and file its annual report for the year ending December 31, 1918, as required by the order above, the Commission on March 13, 1919, issued an order (see blank form of extension order, page 155) granting an extension to and including March 31, 1919.

Applications in writing dated March 12, 1919, and March 14, 1919, having been made by the Richmond Light and Railroad Company and the Brooklyn Edison Company, Inc., on behalf of the Edison Electric Illuminating Company of Brooklyn, Kings County Electric Light and Power Company and Amsterdam Electric Light, Heat and Power Company, respectively, for extensions of time within which to make and file their annual reports for the year ending 1918, as required by the order above, the Commission on March 20, 1919, issued an order (see blank form of extension order, page 155) granting extensions as follows: for the Richmond Light & Railroad Company, to and including March 31, 1919, and for the Brooklyn Edison Co., Inc., on behalf of the other companies described, to and including March 29, 1919. This order was to take effect *suno pro suno* as of March 15, 1919.

On March 31, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Form of Annual Report for 1918 to be filed by GAS  
CORPORATIONS and ELECTRICAL CORPORATIONS  
within the jurisdiction of the Public Service Com-  
mission for the First District in accordance with  
Section 66 of the Public Service Commissions Law.

Case No. 2854  
Denial Order  
March 31, 1919

The Richmond Light and Railroad Company having made application in writing, dated March 28, 1919, for an extension of time within which to file its annual report for the year ended December 31, 1918, as required by the filing order duly made in the above-entitled matter of January 23, 1919, and the Commission being of the opinion that sufficient reason for the granting of said application has not been made to appear, it is

*Ordered*, That the above-mentioned application be and the same hereby is in all respects denied.



## Street Railroad Corporations—Quarterly reports

Case No. 1399.  
Extension Orders  
Denial Order  
Amendatory Order

On February 11, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Quarterly Reports to be made and filed by STREET  
RAILROAD CORPORATIONS and ELECTRIC RAILROAD  
CORPORATIONS within the jurisdiction of the Public  
Service Commission for the First District.

Case No. 1399  
Extension Order  
February 11, 1919

Applications in writing, dated February 5, 1919, having been made by The Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, Coney Island and Gravesend Railway Company, Coney Island and Brooklyn Railroad Company, the South Brooklyn Railway Company, Prospect Park and South Brooklyn Railroad Company, New York and Coney Island Railroad Company, DeKalb Avenue and North Beach Railroad Company, by C. D. Meneely, Vice-President, New York Consolidated Railroad Company, and New York Municipal Railway Corporation, by C. D. Meneely, Treasurer for Lindley M. Garrison, Receiver, asking for an extension of time to February 15, 1919, within which to file quarterly reports pursuant to the Order in the above-entitled matter adopted October 6, 1911, and the Commission being of the opinion that said applications should be granted, in part as hereinafter stated, it is

*Ordered*, That the time of The Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, Coney Island and Gravesend Railway Company, Coney Island and Brooklyn Railroad Company, the South Brooklyn Railway Company, Prospect Park and South Brooklyn Railroad Company, New York and Coney Island Railroad Company, DeKalb Avenue and North Beach Railroad Company, New York Consolidated Railroad Company, and the New York Municipal Railway Corporation within which to file their quarterly reports be and the same is hereby extended to February 14, 1919.

During the year the Commission adopted further orders similar to the one above, granting extensions of time as tabulated below:

<i>Date of application</i>	<i>Company</i>	<i>Date of Commission's order</i>	<i>Time extended to</i>
Feb. 11, 1919	New York Railways Co. ....	Feb. 18, 1919	Feb. 26, 1919
May 22, 1919	New York Railways Co. Quarterly report ending March 31, 1919.....	May 24, 1919	June 15, 1919
Aug. 12, 1919	New York Railways Co. Brooklyn and North River R. R. Co. Quarterly report ending June 30, 1919.....	Aug. 15, 1919	Sept. 1, 1919
Aug. 26, 1919	New York Railways Co. Quarterly report ending June 30, 1919.....	Sept. 5, 1919	Sept. 15, 1919
Oct. 23, 1919	Third Avenue Railway System. Quarterly report ending September 30, 1919.....	Oct. 28, 1919	Nov. 21, 1919

On March 31, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Quarterly Reports to be made and filed by STREET  
RAILROAD CORPORATIONS and ELECTRIC RAILROAD  
CORPORATIONS within the jurisdiction of the Public  
Service Commission for the First District.

Case No. 1399.  
Denial Order  
March 31, 1919

Application in writing, dated March 27, 1919, having been made on behalf of the Bush Terminal Railroad Company, by the Bush Terminal Company, by F. R. Hazelton, asking for an extension of time within which to file its quarterly report for the period ending December 31, 1918, pursuant to the order in the above-entitled matter adopted October 6, 1911, and the Commission being of the opinion

that sufficient reason for the granting of said application, has not been made to appear, it is

*Ordered*, That said application be and the same hereby is in all respects denied.

On August 15, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE  
Quarterly Reports to be made and filed by STREET  
RAILROAD CORPORATIONS and ELECTRIC RAILROAD  
CORPORATIONS.

Case No. 1399,  
Amendatory Filing Order  
August 15, 1919

It is hereby

*Ordered*, I. That every street railroad corporation within the jurisdiction of the Public Service Commission of the State of New York for the First District, and every railroad corporation within such jurisdiction, owning or operating any railroad on which electric energy is used as the principal motive power, shall make and file with the Commission within six weeks after the close of each quarterly period from July 1, 1919, a financial statement in accordance with Form R50, designated "Quarterly Report of Street Railways," attached to and hereby made a part of this order.

II. That the order in Case No. 1399, duly made on October 6, 1911, be and the same hereby is in all respects abrogated, excepting, however, as to the obligations of such corporations, under said order, to file reports for the quarters up to and including the quarter ending June 30, 1919.

III. That this order shall take effect immediately and continue in effect until further order of the Commission.

IV. That the Secretary of this Commission shall duly serve a certified copy of this order upon each of the said corporations in the manner prescribed by law on or before August 31, 1919.

V. That in pursuance of Section 23 of the Public Service Commissions Law, every person and corporation so served shall notify the Commission forthwith in writing of the receipt of the said certified copy of this order and that in the case of a corporation such notification shall be signed and acknowledged by a person or officer duly authorized by the corporation to admit such service.

PUBLIC SERVICE COMMISSION, FIRST DISTRICT, BUREAU OF STATISTICS AND ACCOUNTS — QUARTERLY REPORT OF STREET RAILWAYS — FORM R40 2M MAY '19

REPORT FOR THE QUARTER ENDING..... SUBMITTED TO THE PUBLIC SERVICE COMMISSION, FIRST DISTRICT, BY.....

(Exact name of reporting corporation.)

Including the results of operation of the following-named roads operated under lease or agreement:

COMPARATIVE INCOME STATEMENT.

Prepared in accordance with the Uniform System of Accounts for Street and Electric Railways, effective July 1, 1903.

Line No.	QUARTER ENDING			ITEM. (d)	FROM THE BEGINNING OF THE FISCAL YEAR	
	Current year (a)	Last year (b)	Increase* or decrease (c)		Current year (e)	Increase or decrease* (f)
101	\$ * * c	\$ * * c	\$ * * c	I. OPERATING INCOME.	\$ * * c	\$ * * c
102				Revenue from transportation.....		
103				Other street railway operating revenue.....		
104				Total revenue from street railway operations.....		
105				Street railway operating expenses.....		
106				Taxes assignable to street railway operations.....		
107				Income from street railway operations*.....		
108				Revenue from outside operations.....		
109				Expenses of outside operations.....		
110				Taxes assignable to outside operations.....		
111				Income from outside operations*.....		

[illegible]

\* If *loss*, or decrease, the amount is entered in red ink.

+ Includes no charges for interest on bonds, etc., held in respondent's treasury.

## Quarterly Report to the Public Service Commission, First District, State of New York — Street Railways

## COMPARATIVE GENERAL BALANCE SHEET — ASSETS SIDE.

Hereunder are stated the items of the assets (or debit) side of the general balance sheet of the respondent as of the beginning and close of the quarter classified in accordance with the Uniform System of Accounts, and for each item or total the net change during the quarter. Figures as of the beginning of the quarter are shown in column (a) opposite

the appropriate items, and all discrepancies between them and figures reported as of the close of the preceding quarter are explained. By "associated companies" are meant controlling, affiliated, and controlled or other subsidiary corporations of the respondent. Advances to "associated companies" are not included among "current assets," but are classed either as investments or "miscellaneous temporary debit items."

Line No.	Balance at beginning of quarter. (a)	ITEM. (b)	Balance at close of quarter. (c)	Net change during quarter. (Increase in black, decrease in red). (d)
201	\$ * * * *	CURRENT ASSETS	\$ * * * *	\$ * * * *
202	0	Cash	0	0
203		Sinking funds uninvested		
204		Other special deposits		
205		Bills receivable — due on demand		
206		Bills receivable — time		
207		Accounts receivable		
208		Interest and dividends receivable		
209		Other current assets (excluding all materials and supplies)		
210		Total current assets		
211		MATERIALS AND SUPPLIES		
212		Total floating capital		
213	* * * * *	MISCELLANEOUS INVESTMENTS	* * * * *	* * * * *
214		Stocks of associated companies		
215		Funded debt of associated companies		
216		Advances to associated companies		
217		Securities of non-associated companies		
218		Real estate and other miscellaneous investments		
19		Total miscellaneous investments		

220	* * * * *	<b>FIXED CAPITAL.</b>		
221		Street railway land, December 31, 1908.....		
222		Intangible street railway capital, December 31, 1908.....		
223		Tangible street railway capital, December 31, 1908.....		
224		Betterments on leased lines, December 31, 1908.....		
225		Fixed capital in other departments, December 31, 1908.....		
226		Street railway landed capital installed since December 31, 1908.....		
227		Intangible street railway capital installed since December 31, 1908.....		
228		Tangible street railway capital installed since December 31, 1908.....		
229		Betterments on leased lines since December 31, 1908.....		
230		Fixed capital installed since December 31, 1908 — Other departments.....		
231		Total fixed capital — gross investment.....		
232		Accrued amortisation of capital (since 1908) — Cr.....		
233		Total fixed capital — net investment.....		
234	* * * * *	<b>MISCELLANEOUS TEMPORARY DEBITS</b>		
235		Construction in process.....		
236		Temporary advances to associated companies.....		
237		Prepayments.....		
238		Unamortized debt discount and expense.....		
239				
240				
241				
242		Total deferred debit items.....		
243		Total.....		

## Quarterly Report to the Public Service Commission, First District, State of New York — Street Railways

## COMPARATIVE GENERAL BALANCE SHEET — LIABILITIES SIDE.

Hereunder are stated the items of the liabilities (or credit) side of the general balance sheet of the respondent as of the beginning and those as of the close of the quarter, classified in accordance with the Uniform System of Accounts and for each item or total the net change during the quarter. Figures as of the beginning of the quarter are shown in column (a) opposite the appropriate items, and all discrepancies between them and figures reported as of the close of the preceding quarter are fully explained.

Entries in columns (a) and (c) are of amounts *actually outstanding* at the particular dates, in respect of all evidences of debt and all stocks. Entries in column (b) for unfunded debt show the amounts of such debt for each of the several accounts which had matured but had not yet

been paid at the close of the quarter; no account stated subject to discount for prompt payment is classed as matured until after the expiration of the discount period. Entries for unfunded debt in column (c) include all unfunded debt outstanding at the close of the quarter, whether due or not yet due. Entries in column (b) show the total book liability for funded debt and stock of the several classes. Those in column (b) for funded debt and stocks show the amounts which have been only nominally issued to the close of the quarter, also those that have been reacquired subsequent to actual issue and are held as nominally outstanding. The entry in (b) diminished by that in (b) will give that for (c).

Line No.	Balance at beginning of quarter. (a)	ITEM. (b)	(b) Amount due and unpaid at close of quarter.	Balance at close of quarter. (c)	Net change during quarter. (Increase in black, decrease in red). (d)
301	\$ * * * * *	Unfunded Debt.....		\$ * * * * *	\$ * * * * *
302		Taxes accrued.....			
303		Receiver's certificates.....			
304		Judgments unpaid.....			
305		Matured funded debt unpaid.....			
306		Working advances due associated companies.....			
307		Miscellaneous bills payable.....			
308		Miscellaneous accounts payable.....			
309		Interest accrued on funded debt.....			
310		Interest accrued on unfunded debt.....			
311		Rent accrued for lease of road.....			
312		Dividends declared.....			
313		Due for wages and salaries.....			
314		Other unfunded debt.....			
315		Total unfunded debt.....			

317	FUNDED DEBT.	(b) Book liability at close of quarter.	(a) Portion resquired and portion only nominally issued.
318	Mortgage bonds.		
319	Collateral trust bonds.		
320	Miscellaneous funded debt.		
321	Receipts outstanding for funded debt.		
322	OWING TO LESSEES CO. FOR BETTERMENTS.		
323	CONSTRUCTION ADVANCES OWING TO ASSOCIATED COS.		
324	Total funded and other long-term debt.		
325	RESERVE.		
326	Premiums on stocks and other permanent reserves.		
327	Unamortized premium on debt.		
328	Sinking fund and other contractual reserves.		
329	Casualties and insurance reserve.		
330	Other optional reserves, incl. suspense credit balances.		
331	Total reserves.		
332	CAPITAL STOCKS.		
333	Preferred stock.		
334	Common stock.		
335	Installments paid in on subscriptions for stocks.		
336	Stock liability for conversion.		
337	Total capital stocks.		
338	CORPORATE SURPLUS OR (if red) DEFICIT.		
339	TOTAL.		



**Quarterly Report to the Public Service Commission, First District, State of  
New York — Street Railways**

**IMPORTANT CHANGES DURING THE QUARTER.**

Hereunder are stated the following matters:

401. All extensions of road put in operation, giving termini, lengths of road and dates of beginning operation.
  402. Decrease of mileage by straightening or abandoning line, giving particulars as above.
  403. All other important physical changes, including all new tracks built.
  404. All leaseholds acquired or surrendered, giving dates, lengths of terms, names of parties, rents and other conditions.
  405. All consolidations, mergers and reorganizations effected, with particulars.
  406. All stocks actually issued, giving names of stocks, amounts and purposes for which issued, and describing the consideration realised, giving amounts and values; also the date of authorisation by the Public Service Commission or other authority.
  407. All funded debt actually issued, giving names of securities, amounts and purposes for which issued, and describing the consideration realised, giving amounts and values; similar information is given concerning all funded debt paid or otherwise retired.
  408. All changes in the respondent's holdings of stocks and funded debt, including securities issued or assumed by it and later re-acquired.
  409. All dividends declared, with dates when declared and when payable, and all dividends paid, with dates when declared and when paid.
  410. Other notable changes in Corporate Surplus or Deficit (such as adjustments in taxes) and all other important financial changes.
  411. All contracts, agreements, arrangements, etc., with other companies which became effective at any time within the quarter and concerned in any way the transportation of persons,— more especially such as relate to the use of road or equipment and the supply of power.
  412. All changes in rates of fare.
  413. All modifications or forfeitures of and additions to franchise rights.
  414. All changes of directors and officers, with names of outgoing and of incoming officials, and dates of changes.
- If no changes of the character above indicated have occurred during the quarter, that fact is stated. The statements are numbered in accordance with the inquiries.

**VERIFICATION.**

*(Oath to be made by the officer in charge of the accounts, records and memoranda of the reporting corporation.)*

STATE OF \_\_\_\_\_ }  
County of \_\_\_\_\_ } ss.: \_\_\_\_\_ makes oath and says that he is the

\_\_\_\_\_ of \_\_\_\_\_  
(Here insert the title of the office held by the affiant.) (Here insert the exact name of the reporting corporation.)

that as such officer it is his duty to have charge of the accounts, records and memoranda of the said corporation; that under his direction the foregoing report has been compiled from the said accounts, records and memoranda, which are kept in accordance with the accounting rules prescribed by the Public Service Commission for the First District; that he has carefully examined the foregoing report, and declares the same to be in accord with the said accounts, records and memoranda, and that the allegations of fact made in the said report are true as he verily believes.

Subscribed and sworn to before me,

\_\_\_\_\_  
(Signature)

I, \_\_\_\_\_  
in and for the state and county above named, this \_\_\_\_\_  
day of \_\_\_\_\_, 19\_\_\_\_  
My commission expires \_\_\_\_\_

\_\_\_\_\_  
(Address)

(Use an im-

pression seal)

\_\_\_\_\_  
(Signature of officer authorised to administer oaths.)

(For the order of October 6, 1911, see Volume I, Annual Report of the Commission for 1911, page 353.)

## Steam Railroad Corporations—Quarterly reports

Case No. 1175,  
Extension Order  
Superseding Order

Application in writing dated March 12, 1919, having been made by H. A. Coop. Federal Auditor of the Brooklyn Eastern District Terminal, for an extension of time within which to make and file its report for the quarter ending December 31, 1918, as required by the filing order in this case adopted October 29, 1909, the Commission on March 26, 1919, adopted an order (see blank form of extension order, page 155) granting an extension to and including April 15, 1919.

On April 10, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Quarterly Reports to be made and filed by STEAM  
RAILROAD CORPORATIONS.

Case No. 1175,  
Order Superseding Filing  
Order of October 29,  
1909  
April 10, 1919

The Commission having adopted an Order on October 29, 1909, approving and prescribing the form for quarterly reports to be made to the Commission by railroad corporations owning, controlling or operating any railroad on which steam is used as the principal motive power, and the Chief Statistician of the Commission having prepared and submitted a printed form of report to be hereafter filed by such corporations, and the Commission being of the opinion that said form as hereinafter modified should be approved and prescribed as the form for quarterly reports to be hereafter filed by said railroad corporations, it is

*Ordered*, That the caption of column E on the first page of said form now reading "Total amount since July 1st" be changed to read "Total amount since Jan. 1st" and that Form E72—"Quarterly Report of Steam Railroads"—as thus modified be and the same hereby is approved; and it is

*Ordered*, That within six weeks after the close of each quarterly period ending March 31st, June 30th, September 30th and December 31st, until this order is modified or withdrawn every such railroad corporation make and file with the Commission a report for said quarter in said form; and it is

*Further ordered*, That this order shall supersede the Order adopted herein on October 29, 1909, and shall take effect immediately.

(For the order of October 29, 1909, see Volume II, Annual Report of the Commission for 1909, page 218.)

## Common Carriers—Proposed legislation as to the time of filing annual reports

Case No. 2232,  
Order

This proceeding was begun upon the suggestion of a number of public service corporations, subject to the jurisdiction of the Commission, as to the advisability of changing the time stipulated by the Public Service Commission Law for the filing of annual reports by common carriers, railroad corporations and street railroad corporations.

On April 17, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on motion of the COMMISSION to take testimony relative to certain legislation with respect to persons, corporations and matters within the jurisdiction of the Commission, and to determine what legislation with respect to matters within the jurisdiction of the COMMISSION should be recommended as deemed wise or necessary in the public interest.

Case No. 2232,  
April 17, 1919

Hearings having been held in the above-entitled proceeding from time to time, and the Commission now being of the opinion that this proceeding should be closed upon the record; it is

*Ordered*, That this proceeding be and it hereby is closed upon the record.

## New York Steam Company — Annual report form

Case No. 2369,  
Filing Order

On April 26, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE  
Form of Annual Report to be filed by the NEW YORK  
STEAM COMPANY.

Case No. 2369,  
Filing Order  
April 26, 1919

The Commission having adopted an order on January 23, 1919, approving and prescribing the form of annual reports to be made to the Commission by electrical and gas corporations (printed and designated as Form R103) and the Commission being of the opinion that said form, with the following modifications, to wit:

- Folio For Fixed Capital Items, lines 24-35, substitute the items Real  
18. Estate, Plants and Equipment, Street Pipe System, and Con-  
tingent Assets (or Franchises and Patents), in the sense in  
which such items were used in balance-sheets filed with the  
Commission prior to 1916.  
26. Eliminate columns B, C, F and G.  
72. Eliminate columns C-P,

should be approved and prescribed as the form of annual report to be rendered by the New York Steam Company for the current fiscal year, it is

*Ordered*, That the New York Steam Company make and file with the Public Service Commission on or before June 30, 1919, a report for the year ending April 30, 1919, in the said form modified as above, in so far as said form is applicable to the affairs and circumstances of said New York Steam Company.

*Ordered*, That the Secretary serve upon the New York Steam Company on or before April 30, 1919, a certified copy of this order and the said form of report.

## Street and Electric Railroad Corporations — Annual reports for the year ending June 30, 1919

Case No. 2381,  
Filing Order  
Extension Orders

On June 20, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE  
Forms of Annual Report for year ending June 30,  
1919, to be filed by STREET and ELECTRIC RAILROAD  
CORPORATIONS within the jurisdiction of the Public  
Service Commission of the First District in accord-  
ance with Section 46 of the Public Service Com-  
missions Law.

Case No. 2381,  
Filing Order  
June 20, 1919

*It is hereby ordered*, That the form of annual report for operating street and electric railways for the year ending June 30, 1919, prepared by the Chief Statistician under the direction of this Commission, and printed and designated as "Annual Report Form D — Operating Street and Electric Railways" (serial form R106), being identical in content with the form approved by this Commission for the year ending June 30, 1918, be and the same hereby is prescribed by this Commission as the form of annual report for the year ending June 30, 1919, required to be made and filed with said Commission on or before September 30, 1919, by every street railroad corporation and every railroad corporation operating or managing any railroad (other than a railroad constituting a part of a trunk line railroad system) on which electric energy is used as the principal power for the propulsion of cars.

*Ordered*, That the form of annual report for lessor street and electric railways for the year ending June 30, 1919, prepared by the Chief Statistician under the direction of this Commission on the basis of the uniform system of accounts adopted and prescribed by the Commission on December 8, 1908, printed and designated as "Annual Report Form D — Street and Electric Railways" (serial form No. R105), be and the same hereby is approved; and that the said form so designated be and is hereby prescribed by this Commission as the form of annual report for the year ending June 30, 1919, required to be made and filed with said Commission on or before September 30, 1919, by every street railroad corporation

and by every railroad corporation owning any street or electric railroad but not itself operating or managing such railroad.

*Ordered*, That the Secretary of this Commission serve upon each of the said corporations, in the manner prescribed by law, on or before June 30, 1919, a certified copy of this order, and two copies of the appropriate form hereby prescribed, and that in pursuance of Section 23 of the Public Service Commissions Law every person and corporation so served notify the Commission forthwith in writing of the receipt of the said certified copy of this order and the forms of annual report aforesaid, and that in the case of a corporation such notification be signed and acknowledged by a person or officer duly authorized by the corporation to admit such service.

On September 30, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Forms of Annual Report for year ending June 30, 1919, to be filed by STREET and ELECTRIC RAILROAD CORPORATIONS within the jurisdiction of the Public Service Commission for the First District in accordance with Section 46 of the Public Service Commissions Law.

Case No. 2281,  
Extension Order  
September 30, 1919

Applications in writing, dated September 27, 1919, and September 30, 1919, having been made by the Second Avenue Railroad Company, by William J. Bradley, Auditor, the Manhattan & Queens Traction Corporation, by B. W. Duncan, Manager, and by the Prospect Park and Coney Island Railroad Company and the Ocean Electric Railway Company, by J. J. Tilly, Assistant Comptroller, requesting an extension of time to October 15, 1919, within which to file with the Commission their Annual Report for the year ended June 30, 1919, pursuant to the order in the above-entitled matter adopted June 21, 1919, and the Commission being of the opinion that said applications should be granted, it is

*Ordered*, That the time of the Second Avenue Railroad Company, the Manhattan and Queens Traction Corporation, the Prospect Park and Coney Island Railroad Company and the Ocean Electric Railway Company, within which to file their Annual Report for the year ended June 30, 1919, pursuant to the order in the above-entitled matter adopted on June 21, 1919, be and the same hereby is extended to and including October 15, 1919.

Extension orders similar to the one above were adopted during the year as indicated in the following tabulation:

Date of application	Company	Date of order	Time extended to
Sept. 27, 1919	New York Railways Co. ....	Oct. 3, 1919	Nov. 15, 1919
	Brooklyn and North River R. R. Co. ....		Oct. 31, 1919
	Bleecker St. and Fulton Ferry R. R. Co. ....		Oct. 31, 1919
	Broadway and 7th Ave. R. R. Co. ....		Oct. 31, 1919
	Forty-second St. and Grand St. Ferry R. R. Co. ....		Oct. 31, 1919
	Thirty-fourth St. Crosstown Ry. Co. ....		Oct. 31, 1919
Oct. 15, 1919	Twenty-third St. Ry. Co. ....	Oct. 21, 1919	Oct. 31, 1919
	Second Ave. R. R. Co. ....		Nov. 1, 1919

Stage-Coach Corporations, Baggage Companies, and Transfer Companies —  
Annual report for year ending June 30, 1919

Case No. 2387,  
Filing Order

On June 27, 1919, the Commission in this case made the following order:

IN THE MATTER

OF THE

Form of Annual Report for the year ending June 30, 1919, to be filed by STAGE COACH CORPORATIONS, BAGGAGE COMPANIES AND TRANSFER COMPANIES

Case No. 2387,  
Filing Order  
June 27, 1919

*It is hereby ordered*, That the annual reports for the year ending June 30, 1919, required by law to be made and filed by stage-coach corporations, baggage companies and transfer companies on or before September 30, 1919, be rendered in the following forms:

(1) The Fifth Avenue Coach Company shall make its report in the form prescribed by the Commission on or about June 20, 1919, for operating street and electric railroad corporations subject to its jurisdiction in so far as said form is applicable to the affairs and circumstances of said Fifth Avenue Coach Company; *provided* that the operating expenses shall be stated in accordance with the classification filed by the Company on or about July 15, 1914.

(2) That stage-coach corporations having annual operating revenues of less than one million dollars and all baggage and transfer companies report upon the form adopted by the Commission on or about June 22, 1916, and prescribed for the year ending June 30, 1916, for baggage companies and transfer companies.

(3) That non-operating stage-coach corporations report upon the form designated as Form C, Bureau of Statistics and Accounts (Serial Form No. R-47), adopted by the Commission on or about June 27, 1911, and prescribed as the form of annual report to be made and filed with the Commission by every railroad corporation organized for the purpose of operating as a common carrier any railroad or street railway, but upon which the commercial operation of trains or cars either has not been begun or has been abandoned, in so far as said form is applicable to the affairs and circumstances of said coach corporations.

*Ordered*, That the Secretary of the Commission serve upon each of the said corporations in the manner prescribed by law on or before June 30, 1919, a certified copy of this order and two copies of the appropriate form hereby prescribed.

*Ordered*, That in pursuance of Section 23 of the Public Service Commissions Law every person and corporation so served notify the Commission forthwith in writing of the receipt of the said certified copy of this order and the forms of annual report aforesaid, and that in the case of a corporation such notification be signed and acknowledged by a person or officer duly authorized by the corporation to admit such service.

### Steam Railroad Corporations — Annual report for the year ending December 31, 1918

Case No. 2388,  
Filing Order

On June 27, 1919, the Commission in this case made the following order:

#### IN THE MATTER

#### OF THE

Forms of Annual Report for the year ending December 31, 1918, to be filed by STEAM RAILROAD CORPORATIONS within the jurisdiction of the Public Service Commission for the First District in accordance with Section 46 of the Public Service Commissions Law

Case No. 2388,  
Filing Order  
June 27, 1919

*It is hereby ordered*, That common carriers by steam railroad shall severally file with the Commission, on or before August 31, 1919, the annual report for the year ended December 31, 1918, in accordance with the following rules:

(1) *Railroads operated by the United States Railroad Administration*: A report of Federal Operations in the form approved by the National Association of Railroad and Public Utility Commissions, printed and designated as "State Commission Form D—Steam Roads, U. S. R. A."

(2) *Other operating companies*. The form designated as "State Commission Form C—Small Roads," with supplementary schedules adopted by the Public Service Commission, Second District, and special schedules of tracks operated and traffic handled by switching and terminal companies.

(3) *Lessor companies*. The abridged form of annual report designated as "Lessor Steam Railroad Companies" and adopted and prescribed by this Commission on or about November 22, 1916, for lessor companies; *provided* that any steam railroad company owning an electric power plant shall include in its report a description of such plant and full statement of the operations thereof.

(4) *Non-operating companies*. The form of annual report for Inchoate and dormant railroad and street railroad corporations, printed and designated as Form C, Bureau of Statistics and Accounts (Serial Form No. R-47), and prescribed by this Commission on or about June 27, 1917, for railroad corporations organized for the purpose of operating as common carrier any railroad or street railway, but upon which the commercial operation of trains or cars either has not begun or has been abandoned.

*Ordered*, That the Secretary of this Commission notify the various steam railroad corporations of these requirements and furnish to each two copies of the appropriate form.

*Ordered*, That, in pursuance of Section 23 of the Public Service Commissions Law, every person and corporation so served notify the Commission forthwith, in writing, of the receipt of the said certified copy of this order and the forms of annual report aforesaid, and that in the case of a corporation such notification be signed and acknowledged by a person or officer duly authorized by the corporation to admit such service.

**Third Avenue Railway Company—Matter of filing consolidated statements of income (Embracing all companies owned or controlled by said company)**

Case No. 2414,  
Filing Order

On August 29, 1919, the Commission in this case made the following order:

IN THE MATTER  
OF THE  
Filing by the THIRD AVENUE RAILWAY COMPANY of  
Consolidated Statements of Income (Embracing all  
companies owned or controlled by said company).

Case No. 2414,  
Filing Order  
August 29, 1919

*Ordered*, That within five (5) weeks after the close of each month, beginning with the month of July, 1919, and month by month thereafter, the Third Avenue Railway Company file with this Commission a consolidated statement of income of all companies owned or controlled by said Third Avenue Railway Company. The operating revenues and expenses shall be itemized to the extent required on page two of the form of monthly report of street railways prescribed by the Commission and designated "Monthly Report of Street Railways—Form R-48" a copy of which is hereto attached and made part hereof. To every such statement there shall be appended a summary of inter-company transactions which appear in the monthly reports of the individual companies but which are not included in the consolidated statement of income.

*Further ordered*, That within thirty (30) days after service upon it of a certified copy of this order the said Third Avenue Railway Company shall file with this Commission a consolidated statement of income, as above described, for each month in the fiscal year begun July 1, 1918, and ended June 30, 1919.

*Further ordered*, That this order take effect immediately and continue in force until changed or abrogated by the Commission.

*Further ordered*, That within five (5) days after service upon it of a certified copy of this order the said Third Avenue Railway Company shall notify the Commission in writing whether the terms hereof are accepted and will be obeyed.

**Street Railroad Corporations—Matter of filing tariff schedules:**

Case No. 1670,  
Modifying Orders

On September 19, 1919, the Commission in this case made the following order:

IN THE MATTER  
OF THE  
Filing with the Public Service Commission for the  
First District of tariff schedules by STREET RAIL-  
ROAD CORPORATIONS.

Case No. 1670,  
Modifying Order  
September 19, 1919

*Whereas*, By recent Order of the Commission, the New York Railways Company, by Job E. Hedges, Receiver, was authorized to make a two-cent charge for transfers at numerous designated intersecting points on the lines of the New York Railways Company; and

*Whereas*, By Special Permission No. 622, dated July 15, 1919, the Commission authorized the company to issue, file and put into effect August 1, 1919, revised sheets to its Local and Joint Passenger Tariff No. 1; and

*Whereas*, The changes made in pursuance of the authorization contained in the said transfer order of the Commission necessitated a complete revision of the then existing tariff of the company (Local and Joint Passenger Tariff No. 1), and on August 27, 1919, Job E. Hedges, Receiver of the New York Railways Company, did file with the Commission Local and Joint Passenger Tariff No. 2, comprising a printed loose-leaf booklet of 24 pages; and

*Whereas*, It now appearing that by order of the Federal Court, Job E. Hedges, as Receiver of the New York Railways Company, has been directed to cease operation of the Avenue C Line, Madison Street Line, Sixth Avenue Ferry Line and Spring and Delancey Street Line, and that such cessation of operation would require the complete revision of Tariff No. 2, because of resultant changes in transfer points on all other lines remaining in operation; and

*Whereas*, In view of the fact that the company has but recently gone to considerable expense to print its Tariff No. 2, and such tariff has been in effect only since August 1, 1919, and that the printing of another tariff at this time to provide for changes mentioned in the preceding paragraph would entail an unwarranted and unreasonable expense, it is

*Ordered*, That the order made herein on February 18, 1918, be and the same hereby is suspended as to the New York Railways Company so as to permit Job E. Hedges, its Receiver, to continue on file with the Commission its said Local and Joint Passenger Tariff No. 2 and to indicate the changes to be made therein because of the cessation of operation of the Avenue C Line, the Madison Street Line, the Sixth Avenue Ferry Line and the Spring Street and Delancey Street Line, and any other changes heretofore made by filing with the Commission a "Special Revised Tariff Sheet" properly dated, to be attached to and made part of its Local and Joint Passenger Tariff No. 2, such "Special Revised Tariff Sheet" to contain a succinct statement of the changes so made or to be made.

On October 7, 1919, the Commission made the following order:

IN THE MATTER  
OF THE  
Filing with the Public Service Commission for the  
First District of tariff schedules by STREET RAIL-  
ROAD CORPORATIONS

Case No. 1670.  
Modifying Order  
October 7, 1919

*Whereas*, By recent order of the Commission, the New York Railways Company, by Job E. Hedges, Receiver, was authorized to make a two-cent charge for transfers at numerous designated intersecting points on the lines of the New York Railways Company; and

*Whereas*, By Special Permission No. 622, dated July 15, 1919, the Commission authorized the company to issue, file and put into effect August 1, 1919, revised sheets to its Local and Joint Passenger Tariff No. 1; and

*Whereas*, The changes made in pursuance of the authorization contained in the said transfer order of the Commission necessitated a complete revision of the then existing tariff of the company (Local and Joint Passenger Tariff No. 1), and on August 27, 1919, Job E. Hedges, Receiver of the New York Railways Company, did file with the Commission Local and Joint Passenger Tariff No. 2, comprising a printed loose-leaf booklet of 24 pages; and

*Whereas*, It now appears that, by order of the United States District Court of the Southern District of New York, Job E. Hedges, as Receiver of New York Railways Company, was directed to deliver and turn over to the Ninth Avenue Railroad Company its property and lines theretofore operated by him as such Receiver and to cease to operate such property and lines, from and after midnight, between September 30, 1919, and October 1, 1919, or earlier, at his option, on three days' notice in writing to said The Ninth Avenue Railroad Company, and that such delivery and turning over of property and lines and cessation of operation will require revision of New York Railways Company's Local and Joint Passenger Tariff No. 2; and

*Whereas*, It further appears that, by order of United States District Court for the Southern District of New York, Job E. Hedges, as Receiver of New York Railways Company, was directed until further order of the said Court to discontinue on and after the first day of October, 1919, the interchange of all transfers with the Eighth Avenue Railroad Company and the maintenance of all through routes and division of all joint rates with said company whether consisting of initial fares or additional charges for transfers; and

*Whereas*, At midnight between October 4 and October 5, 1919, the operation of the lines of the Brooklyn and North River Railroad Company was discontinued and such service as was theretofore operated and furnished by said Brooklyn and North River Railroad Company is not now being operated and the discontinuance of such service will affect the transferring of northbound and southbound passengers of the Lexington Avenue, Fourth and Madison Avenue, Broadway and Seventh Avenue and Sixth Avenue lines to eastbound cars to the Brooklyn and North River Railroad Company; and

*Whereas*, Such discontinuance of service and through routes and interchange of transfers and changes in and cessation of operation necessitates and requires certain changes in New York Railways Company's Local and Joint Passenger Tariff No. 2 now on file with this Commission; and

*Whereas*, In view of the fact that the said New York Railways Company has recently been put to considerable expense to print its said Local and Joint Passenger Tariff No. 2 and that such tariff has been in effect from August 1, 1919, only, and that the printing of another tariff at this time to provide for changes hereinbefore indicated would entail an unwarranted expense, it is

*Ordered*, That the order made herein on February 18, 1918, be and it is hereby suspended as to New York Railways Company so as to permit Job E. Hedges, as its Receiver, to continue on file with this Commission its said Local and Joint Passenger Tariff No. 2 and to indicate the changes to be made therein as hereinbefore referred to and any other changes heretofore made by filing with the Commission a "Special Revised Tariff Sheet," properly dated, to be attached to and made part of its Local and Joint Passenger Tariff No. 2, such "Special Revised Tariff Sheet" to contain a succinct statement of the changes so made or to be made.

*Further ordered* That a true and accurate copy of such "Special Revised Tariff Sheet" be kept open to public inspection.

(For the order of February 18, 1918, see Volume I. Annual Report of the Commission for 1918, page 584.)

**Street Railroad Corporations**—Matter of filing statement showing the wages paid to employees and also all agreements made between street railroad corporations and their employees affecting wages

Case No. 2427,  
Filing Order

On October 7, 1919, the Commission in this case made the following order:

IN THE MATTER

OF THE

Order of the Commission requiring STREET RAILROAD CORPORATIONS to file with the Commission a statement showing the wages paid to employees and also all agreements made between the STREET RAILROAD CORPORATIONS and their employees affecting wages

Case No. 2427,  
Filing Order  
October 7, 1919

*It is hereby ordered,* (1) That every street railroad corporation within the jurisdiction of this Commission shall make and file with the Commission, within thirty days after the service of this order, a schedule of all classes and grades of employees who are paid upon the hourly or weekly basis and the rate of pay for each such class and grade of employees.

(2) That whenever change is made in the rate or pay of any of the above classes or grades of employees, such change shall be reported to the Commission within thirty days thereafter.

(3) That every such corporation named above shall file with the Commission, within thirty days after the service of this order, a copy of every active wage agreement signed by the representatives of such corporation and those of its employees, a copy of every printed scale of wages and of every printed code of working conditions and of every printed book of rules governing or affecting employees which are in force and effect at the date of filing.

(4) That whenever a new wage agreement is signed and whenever a new or amended scale of wages, code of working conditions or book of rules governing or affecting employees is printed, a copy of same shall be filed with the Commission within thirty days thereafter.

(5) That this order shall take effect immediately and continue in effect until further order of the Commission.

(6) That the Secretary of this Commission serve upon each of the said street railroad corporations, in the manner prescribed by law, a certified copy of this order, and that, in pursuance of Section 23 of the Public Service Commissions Law, every person and corporation so served notify the Commission forthwith, in writing, of the receipt of the said certified copy of this order.

**Railroad Corporations**—Filing monthly lists of authorities issued for changes in physical property

Case No. 2436,  
Filing Order

On November 28, 1919, the Commission in this case made the following order:

IN THE MATTER

OF THE

Filing with the Public Service Commission, by certain RAILROAD CORPORATIONS engaged in interstate commerce, of monthly lists of the authorities issued for changes in the physical property of such corporations.

Case No. 2436,  
Filing Order  
November 28, 1919

*It is hereby ordered,*

1. That each and every railroad corporation required by law to file annual reports with this Commission and reporting, or required to report to the Interstate Commerce Commission the authorizations or authorities of changes in physical property, as provided in the "Regulations and Instructions to Govern the Recording and Reporting of all Extensions, Improvements, or other Changes in the Physical Property of Every Common Carrier," prescribed by the Interstate Commerce Commission by order of June 28, 1917, shall make and file with this Commission on or before the fifth day of each calendar month, a list of all such authorities of all such changes in the physical property of such corporations, lying within the first public service district of this state, issued during the preceding calendar month.

2. That this order shall take effect immediately and shall continue in effect until further order of the Commission, and that a certified copy of this order shall be served upon each railroad corporation affected thereby.



## INSPECTION AND TESTING OF LOCOMOTIVE BOILERS

**Staten Island Rapid Transit Railway Company**—Question whether certain locomotives should be ordered out of service

Case No. 2295.  
Discontinuance Order

On May 3, 1919, the Commission in this case adopted the following order:

## IN THE MATTER

## OF THE

Hearing on the motion of the COMMISSION on the question whether certain locomotives operated over the tracks of the STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY should be ordered out of service

Case No. 2295.  
Discontinuance Order  
May 3, 1919

A hearing having been duly had by and before the Commission in the above entitled matter on June 25, 1918, and on certain adjourned dates to and including September 13, 1918; George J. Brown appearing for the Staten Island Rapid Transit Railway Company; John C. Quinn appearing for the Downey Shipbuilding Corporation; J. H. Thode appearing for the Street Cleaning Department of the City of New York; H. M. Chamberlain and E. M. Deegan, Assistant Counsel to the Commission, attending, and it appearing at the hearing that the defective conditions of certain locomotives owned and operated by the Downey Shipbuilding Corporation, Proctor & Gamble Company and the Daly & Ivens Construction Company, or the Street Cleaning Department of the City of New York, upon, along or near the tracks of the Staten Island Rapid Transit Railway Company had been remedied, and the Commission being of the opinion that this proceeding should be discontinued; it is

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued without prejudice to a reopening thereof or the institution of any other or further proceeding with respect to the subject matter of this proceeding.

(For the order of June 25, 1918, see Volume I, Annual Report of the Commission for 1918, page 712.)

**Bush Terminal Railroad Company**—Condition of Locomotive No. 2

Case No. 2318,  
Discontinuance Order

This proceeding was begun upon motion of the Commission in 1918, to inquire into the condition of Locomotive No. 2 of the Bush Terminal Railroad, and to determine whether said locomotive should be permitted to be used. (See Volume I, Annual Report of the Commission for 1918, page 712.)

On March 11, 1919, the Commission adopted the following order:

## IN THE MATTER

## OF THE

Hearing on the motion of the COMMISSION as to the condition of Locomotive No. 2 of the BUSH TERMINAL RAILROAD COMPANY and as to permitting the use of said locomotive

Case No. 2318,  
Discontinuance Order  
March 11, 1919

A resolution for hearing having been duly adopted by the Commission in the above entitled matter on August 21, 1918, and duly served on the Bush Terminal Railroad Company on August 22, 1918; and a hearing having been duly held before Hon. Charles Bulkley Hubbell, Commissioner, on August 28, 1918, and before Hon. Charles Bulkley Hubbell, Hon. Travis H. Whitney, Hon. Charles S. Hervey and Hon. Samuel H. Ordway, Commissioners, on September 5, 1918, no one appearing in behalf of said company, and E. M. Deegan, Assistant to the Counsel to the Commission attending, and testimony having been taken from which it appeared that, contrary to the best practice, a number of pitted holes in the barrel sheets of the boiler of Locomotive No. 2 of the Bush Terminal Railroad Company had been filled up by the electric welding process; and thereafter representatives of said company, at a hearing in Case No. 2344, having stated that said locomotive was not being operated and would not be operated until it had been repaired in a manner satisfactory to the Engineers of the Commission; and the Electrical

Engineer of the Commission having reported that an inspection made of said locomotive showed that new plates for the boiler are now in position and ready to be riveted; and the Commission being of opinion that this proceeding should be discontinued, it is

*Ordered*, That the above entitled proceeding be and the same hereby is discontinued without prejudice to a reopening thereof or the institution of any further proceeding as to the subject matter of this proceeding.

### **Railroad Corporations—Rules and regulations for inspection of boilers of steam locomotives**

Case No. 1301,  
Supplementary Order

On December 10, 1919, the Commission in this case made the following order:

#### **IN THE MATTER OF THE**

Rules and Regulations for the inspection and testing  
of Boilers of STEAM LOCOMOTIVES used within  
the First District

Case No. 1301,  
Supplementary Order  
December 10, 1919.

An order having been made herein on December 13, 1910, prescribing certain rules and regulations for the inspection and testing of boilers and their appurtenances of all steam locomotives which shall be used exclusively within the First District and for the making and filing of reports thereon, which said order of December 13, 1910, and rules and regulations prescribed thereby became effective on December 31, 1910; and said order of December 13, 1910, and the rules and regulations prescribed thereby having been amended and modified from time to time by various orders supplemental thereto and amendatory thereof; and said original order of December 13, 1910, and all said supplemental and amendatory orders having been duly served upon various corporations affected thereby; and it appearing that heretofore certain of said corporations have been excused by this Commission from complying with said orders and with the rules and regulations prescribed thereby, on condition that said corporations would comply with similar orders and regulations made and prescribed by the Public Service Commission for the Second District; and the Commission being now of the opinion that any such permission heretofore granted to any of said corporations was of doubtful propriety and should be revoked.

*Ordered*,

(1) That any permission heretofore granted to any corporation upon which said orders in Case No. 1301 were served, not to comply with the aforesaid orders in Case No. 1301 or with the rules and regulations prescribed thereby on condition that said corporations would comply with similar orders and regulations made and prescribed by the Public Service Commission for the Second District, be and it hereby is revoked, and that all such corporations shall hereafter comply with the said orders and regulations made and prescribed by the Public Service Commission for the First District.

(2) That this order shall take effect immediately and shall be served upon all persons and corporations affected thereby, such service to be made in the manner prescribed in Section 23 of the Public Service Commissions Law.

(For the order of December 13, 1910, see Volume II, Annual Report of the Commission for 1910, page 131.)

## **INVESTIGATIONS**

### **New York Consolidated Railroad Company and the New York Municipal Railway Corporation—Service, etc., with respect to transportation of passengers on Castleton Avenue Line**

Case No. 2317,  
Memorandum  
Discontinuing Order

This proceeding was begun upon motion of the Commission in 1918, to inquire and determine as to whether the service, etc., of the Richmond Light and Railroad Company on its Castleton Avenue Line, particularly during the rush hours, was adequate (see Volume I, Annual Report of the Commission for 1918, page 693).

On January 23, 1919, the Commission approved a memorandum, submitted by Commissioner Kracke, recommending that this proceeding be closed and that an independent proceeding be instituted covering service on all street railway lines in Staten Island, and adopted, pursuant thereto, an order discontinuing this case. (See 10 P. S. C. B. [1st Dist., N. Y.] 1.)

**Richmond Light and Railroad Company, Staten Island Midland Railway Company and Southfield Beach Railroad Company — Service, etc., in respect to transportation of passengers**

Case No. 2356,  
Hearing resolution

This proceeding was begun by order of the Commission, adopted January 23, 1919, directing that a hearing (see blank form of hearing resolution, page 157) be had to inquire and determine as to the following matters and things, among others, to wit:

(1) Whether, during each and every period of the day and night, and on each and every part of their respective lines, the Richmond Light and Railroad Company, Staten Island Midland Railway Company and Southfield Beach Railroad Company, and each of them, provide and operate cars enough, and with sufficient frequency and at reasonable and proper times, reasonably and adequately to accommodate the number of passengers transported or seeking to be transported by them upon their respective street surface railroad lines operated by them or any of them, or which they, or either of them, are required to operate pursuant to the obligations imposed upon them, or either of them, respectively, by reason of any franchise or right possessed or exercised by them or either of them, respectively, and whether said companies, or either of them, should be required to change, improve or add to the schedule of car operation and service on said lines.

(2) Whether the said companies, or either of them, should be required to acquire and provide additional cars and other equipment for use on the said lines in order to accommodate the passenger traffic offered for transportation on said lines.

(3) Whether the maximum number of passengers that may be carried in any cars or cars operated on the said lines should be fixed, or other provision made to secure adequate accommodations for passengers and prevent overcrowding of cars.

(4) Whether the equipment, service, appliances, regulations and practices of the said companies, or either of them, in respect to the transportation of passengers on the said lines, are unjust, unsafe, improper, insufficient, or inadequate, and what would be just, safe, proper, sufficient and adequate equipment, service, appliances, regulations and practices for the said lines.

(5) Whether the said companies, or any of them, should by order be required to file with the Commission schedules showing the number of cars, intervals, headway and service to be operated and observed by each of them, respectively, throughout the twenty-four hours of each day and night, upon each or any of their respective lines, as representing adequate standards of service upon such lines.

(6) Whether additional tracks, switches, terminals and terminal facilities, stations, motive power or any other property, construction, apparatus, equipment, facilities or devices, for use by said companies, or either of them, in or in connection with the transportation of property, ought reasonably to be provided, or any improvements to or changes in any thereof in use, or any additions or changes in construction should reasonably be made thereto, in order to promote the security or convenience of employees or in order to secure adequate service and facilities for the transportation of passengers.

(7) Whether the said companies, or either of them, should be required to operate continuously during all hours of the day and night, the lines now under operation by them, or either of them, respectively, pursuant to the obligations of any franchises or rights possessed or exercised by them, or either of them, respectively.

(8) The time or times within which, and the manner in which, such improvements, changes or additions, if any, should be required, or the said schedules should be filed.

On January 23, 1919, the Commission adopted a resolution (see blank form of hearing resolution, page 157) directing that a further hearing be had in this matter on February 5, 1919. A hearing was held on that day and on adjourned dates. At the close of the year the case was still pending.

**American Railway Express Company—Tariff schedules**

Case No. 2347,  
Suspension Orders  
Order Directing Continuance and Main-  
tenance of Free Collection and Delivery  
Limits at Douglaston

This proceeding was begun in November, 1918 (see Volume I, Annual Report of the Commission for 1918, page 707).

On January 28, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE

Hearing on the motion of the Commission as to the supplements to the tariff schedules of the AMERICAN RAILWAY EXPRESS COMPANY, identified as Supplement No. 21 to P. S. C.—1, N. Y. No. 9, and as Supplement No. 68 to P. S. C.—1, N. Y. No. 8

Case No. 2347,  
Order Further Continuing  
Suspension of Tariff  
Schedule  
January 28, 1919

The Commission having, on the 29th day of November, 1918, duly made an order directing a hearing for the purpose of inquiring into and determining the propriety, reasonableness and lawfulness of the changes proposed in a supplement, filed by the American Railway Express Company on October 24, 1918, to its Joint Directory of Collection and Delivery Limits at Express Stations, issued October 15, 1918, effective December 1, 1918, and designated as "Supplement No. 21 to P. S. C.—1, N. Y. No. 9," and of the changes proposed in another supplement, filed by the said company on October 24, 1918, to its Joint Directory of Express Stations, issued October 20, 1918, effective December 1, 1918, and designated as "Supplement No. 68 to P. S. C.—1, N. Y. No. 8," and suspending the operation of said Supplement to the said schedule until the 1st day of January, 1919, unless the Commission should by order otherwise determine as to the effective date; and having on the 27th day of December, 1918, duly made an order further suspending the operation of said Supplement until the 1st day of February, 1919, unless the Commission should by order otherwise determine as to the effective date; and the said hearing not having been completed, and it still appearing to the Commission that the provisions of the said schedules not heretofore in effect are questionable in respect to their propriety, reasonableness and lawfulness, it is

*Ordered*, That the operation of said Supplements to the schedule be and it hereby is further suspended, and that the proposed changes set forth in said Supplements be further deferred until the 1st day of March, 1919; unless the Commission shall by order otherwise determine as to the effective date.

*Further ordered*, That a certified copy of this order, setting forth the reasons of the Commission for further suspending the said Supplements to the schedule, be served on the American Railway Express Company, in the manner provided in Section 28 of the Public Service Commissions Law.

During the year suspension orders similar to the one above were entered, suspending operation of the supplements described as follows:

*Date of Entry of Commission's Order*

February 28, 1919  
March 26, 1919  
April 29, 1919  
May 28, 1919  
June 27, 1919  
July 29, 1919

*Time Suspended to and including*

March 28, 1919  
May 1, 1919  
June 1, 1919  
July 1, 1919  
August 1, 1919  
September 30, 1919

On September 30, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Hearing on motion of the Commission as to the supplements to the tariff schedules of the AMERICAN RAILWAY EXPRESS COMPANY, identified as Supplement No. 21 to P. S. C.—1 N. Y. No. 9, and as Supplement No. 68 to P. S. C.—1 N. Y. No. 8

Case No. 2347,  
Order Directing Continu-  
ance and Maintenance  
of Free Collection and  
Delivery Limits at  
Douglaston  
September 30, 1919

The American Railway Express Company having, on October 24, 1919, filed with this Commission a supplement to its Joint Directory of Collection and Delivery Limits at Express Stations, issued October 15, 1918, effective December 1, 1919, and designated as "Supplement No. 21 to P. S. C.—1 N. Y. No. 9," and a supplement to its Joint Directory of Express Stations, issued October 20, 1918, effective December 1, 1918, and designated as "Supplement No. 68 to P. S. C.—1 N. Y. No. 8," from which supplements it appeared that the said American Railway

Express Company intended to cancel those parts of its tariff schedules which set forth and defined the collection and delivery limits of its express station at Douglaston, Queens County, Long Island, and intended to discontinue, on and after December 1, 1918, the free collection and delivery of express matter at its said express station at Douglaston; and this Commission having, on November 29, 1918, duly made an order suspending the operation of said supplements to said schedule, and directing a hearing for the purpose of inquiring into and determining the propriety, reasonableness and lawfulness of the changes proposed in said supplements; and subsequent orders having been made further suspending the operation of said supplements to said schedule until September 30, 1919; and hearings as to the propriety, reasonableness and lawfulness of the changes proposed in said supplements having been held on December 8, 1918, December 13, 1918, December 27, 1918, January 17, 1919, January 23, 1919, and January 29, 1919, and having been closed; Branch P. Kerfoot, Esq., and E. M. Hartung, Esq., appearing for the American Railway Express Company, and William H. Van Steenburgh, Esq., appearing for the Douglaston Civic Association and the Douglas Manor Association; George H. Stover, Assistant Counsel, attending for the Commission; and the Commission being of the opinion, after consideration of the facts, that the discontinuance of the free collection and delivery service at Douglaston would be improper and unreasonable, and that the service at Douglaston, after such discontinuance, would be inadequate, it is

*Ordered*, That the said American Railway Express Company continue and maintain the free collection and delivery of express matters at its said express station at Douglaston, Long Island, within the free collection and delivery limits described in its Joint Directory of Collection and Delivery Limits at Express Stations on file with the Commission and in force prior to December 1, 1918; and that the supplement to its Joint Directory of Collection and Delivery Limits at Express Stations, issued October 15, 1918, filed October 24, 1918, and designated as "Supplement No. 21 to P. S. C.—1 N. Y. No. 9," and the supplement to its Joint Directory of Express Stations, issued October 20, 1918, filed October 24, 1918, and designated as "Supplement No. 68 to P. S. C.—1 N. Y. No. 6," be canceled and withdrawn.

*Further ordered*, That this order shall take effect immediately, and shall continue in force until changed or abrogated by the Commission.

*Further ordered*, That a certified copy of this order be served on the American Railway Express Company, in the manner provided in Section 23 of the Public Service Commissions Law.

**New York Consolidated Railroad Company, Coney Island and Brooklyn Railroad Company, Coney Island and Gravesend Railway Company, Brooklyn, Queens County and Suburban Railroad Company, The Nassau Electric Railroad Company, South Brooklyn Railway Company and The Brooklyn Heights Railroad Company — Improvements in equipment and maintenance thereof**

Case No. 2341,  
Modifying Order  
Approval Order

This proceeding was begun upon motion of the Commission, in 1918, to inquire and determine as to matters relating to equipment, appliances, maintenance thereof, etc., of the above companies. (See Volume I, Annual Report of the Commission for 1918, page 704.)

On February 18, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of improvement in and addition to the equipment and the regulations and practices in the maintenance thereof of the New York Consolidated Railroad Company, the Coney Island and Brooklyn Railroad Company, the Coney Island and Gravesend Railway Company, The Brooklyn, Queens County and Suburban Railroad Company, The Nassau Electric Railroad Company, the South Brooklyn Railway Company and The Brooklyn Heights Railroad Company.

Case No. 2341,  
Order Modifying Paragraph (3) of Order "A"  
February 18, 1919

An order having been duly made in this proceeding on December 13, 1918, requiring certain changes and improvements in the equipment and in the regulations and practices in the maintenance thereof on the elevated and subway lines of the New York Consolidated Railroad Company; and thereafter in an action brought in the District Court of the United States for the Southern District of New York by the Westinghouse Electric and Manufacturing Company against the Brooklyn Rapid Transit Company, New York Municipal Corporation and New York Consolidated

Railroad Company, Lindley M. Garrison having been appointed Receiver, among other things, of the New York Consolidated Railroad Company and all its property and assets, and having thereupon taken possession and managed and operated the said subway and elevated lines of the New York Consolidated Railroad Company; and on or about January 21, 1918, John J. Dempsey, in behalf of the said Receiver of the New York Consolidated Railroad Company, having made oral application to the Commission for a modification of the requirements of Section 3 of the said order of December 13, 1918, so as to substitute for the requirement that no such car as described shall be operated by the company for the purpose of carrying passengers after 11:00 o'clock in the forenoon of the day on which such car is called for inspection until such car shall have been inspected and certified by the Mechanical Department as being safe and fit for operation, a requirement in substance that no such car shall be operated in passenger service after the day on which such car is called for inspection until such car shall have been inspected and certified by the Mechanical Department as being safe and fit for operation, and sufficient reason for the granting of such application having been made to appear, it is

*Ordered*, That Paragraph (3) of the order made in this proceeding on December 13, 1918, be and the same hereby is changed and amended so as to read as follows:

(3) That each and every car called for inspection on any list delivered to the employee or employees at any terminal used by the company who may be charged by the company with the duty of taking cars out of service for inspection purposes shall be turned over to the Mechanical Department prior to the time which shall be specified in such list for the inspection of such car, and no such car shall be operated for the purpose of carrying passengers after the day on which such car is called for inspection, until such car shall have been inspected and certified by the Mechanical Department as being safe and fit for operation.

*Further ordered*, That this order shall take effect forthwith and shall continue in effect for a period of two years from December 23, 1918, and that within five (5) days after the service of a certified copy of this order, Lindley M. Garrison, as Receiver of the New York Consolidated Railroad Company, shall notify the Commission whether the terms thereof are accepted and will be obeyed.

On April 26, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Hearing on the motion of the Commission on the question of improvement in and addition to the equipment and the regulations and practices in the maintenance thereof of the NEW YORK CONSOLIDATED RAILROAD COMPANY, the CONEY ISLAND AND BROOKLYN RAILROAD COMPANY, the CONEY ISLAND AND GRAVESEND RAILWAY COMPANY, THE BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY, THE NASSAU ELECTRIC RAILROAD COMPANY, the SOUTH BROOKLYN RAILWAY COMPANY and THE BROOKLYN HEIGHTS RAILROAD COMPANY.

Case No. 2341,  
Order Approving Instruction  
Bulletin No. 46  
April 26, 1919

*Whereas*, An order designated Order "A" was duly adopted by the Commission in the above-entitled matter on December 13, 1918, which order was amended by order dated February 18, 1919; and

*Whereas*, Paragraph (4) of said order as amended was and is as follows:

(4) That the company file with the Commission, not later than December 23, 1918, a schedule of the rules and regulations formulated by it, to be established, observed and enforced by it in carrying out the terms of this order as well as in promoting efficiency in the repair and maintenance of its equipment, to the end that the Commission may approve or disapprove such schedule in whole or in part and require a different schedule to be followed in relation to all or any part of the improvements directed in this order. Provided, however, that any schedule now on file with the Commission, which complies with the requirements of this provision, may, upon suitable notice by the companies or either of them to that effect, be deemed as filed in pursuance of this paragraph, and provided, further, that, at any time after the filing of such schedule of rules and regulations, the company may make and file with the Commission any addition to such schedule, not inconsistent with the terms of this order, which it desires to establish, observe and enforce in carrying out the terms thereof, to the end that the Commission may approve or disapprove such addition, and may make and file with the Commission any change or modification in any rule or regulation contained in such filed schedule if and when such change or modification shall have been approved by the Commission; and

*Whereas*, By letter dated March 27, 1919, Mr. John J. Dempsey, Traffic Manager for Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company, has submitted for its approval, under and pursuant to said Paragraph (4), a certain bulletin entitled "Instruction Bulletin No. 46," dated March 5, 1919, and signed

by William G. Gove, Superintendent of Equipment for Lindley M. Garrison, Receiver; and

*Whereas*, The Commission is of the opinion that said Instruction Bulletin should be approved.

*Ordered*, That said Instruction Bulletin No. 46, dated March 5, 1919, and signed by William G. Gove, Superintendent of Equipment for Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company, be and the same hereby is approved.

### Street Railroad Corporations — General condition of each company

Case No. 2314,  
Order

On April 22, 1919, the Commission adopted the following order:

#### IN THE MATTER OF THE

Investigation by the Public Service Commission for the First District, under Sections 45 and 48 of the Public Service Commissions Law, into the general condition of each and every STREET SURFACE RAILROAD within the First District, and as to the manner of operation and the adequacy and safety of the service of such street surface railroads, and as to the action or steps which should be ordered or taken with respect to such general condition, manner of operation and adequacy and safety of service.

Case No. 2314,  
April 22, 1919

Hearings having been held in the above-entitled proceeding from time to time and the Commission now being of the opinion that this proceeding should be closed upon the record; it is

*Ordered*, That this proceeding be and it hereby is closed upon the record.

### Rockaway Electric Railway Company — Investigation into the general condition of company

Case No. 2264,  
Discontinuance Order

On April 29, 1919, the Commission in this case adopted the following order:

#### IN THE MATTER OF THE

Investigation by the PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT, under Sections 45 and 48 of the Public Service Commissions Law, into the general condition of the ROCKAWAY ELECTRIC RAILWAY COMPANY.

Case No. 2264,  
Discontinuance Order  
April 29, 1919

A hearing having been duly held by and before the Commission in the above-entitled proceeding, on December 13, 1917 and on certain adjourned dates, Hon. Charles S. Hervey, Commissioner, presiding, Harry A. Hanbury appearing for the Rockaway Electric Railway Company and Godfrey Goldmark, Assistant Counsel, attending for the Commission; and it appearing that, by instrument dated April 1, 1904, the Rockaway Electric Railway Company leased to the Ocean Electric Railway Company all its rights, franchises, easements, consents and rights of way over, upon and in those portions of Fairview Avenue between the boulevard and the tracks of the Long Island Railroad Company at Hammels Station, in the Borough of Queens, City of New York, and that said Rockaway Electric Railway Company does not exercise any franchise; and the Commission being of the opinion that the above-entitled proceeding should be discontinued, it is

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued without prejudice to a reopening thereof or the institution of any new or further proceeding or proceedings with respect to the subject matter of this proceeding.

**Common Carriers**—Investigation into the general condition of each and every common carrier within the First District, as to manner of operation and adequacy of service.

Case No. 2402.  
Order for Investigation

On August 6, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE

Investigation by the PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT, under Sections 45 and 48 of the Public Service Commissions Law, into the general condition of each and every COMMON CARRIER within the First District, and as to the manner of operation and the adequacy and safety of service of such COMMON CARRIER.

Case No. 2402.  
Order for Investigation  
August 6, 1919

*Whereas*, This Commission is vested by law with the general supervision of all common carriers, railroads, street railroads, railroad corporations and street railroad corporations, and all corporations or persons controlling or operating any railroad or street railroad within its jurisdiction, and may recommend to the Legislature the enactment of such legislation with respect to any matter within its jurisdiction, as it deems wise or necessary in the public interest, and not only has the power but is charged with the duty to keep informed as to their general condition, their capitalization, their franchises and the manner in which their lines owned, leased, controlled or operated are managed, conducted and operated not only with respect to the adequacy, security and accommodation afforded by their service but also with respect to their compliance with all provisions of law and their charter requirements,

*Now, therefore*, be it

*Ordered*, That this Commission shall forthwith, beginning on Thursday, August 7, 1919, at 2:30 o'clock in the afternoon of said day, at its office on the 12th floor of the building No. 49 Lafayette Street, in the Borough of Manhattan, City of New York, as required by Sections 45 and 48 of the Public Service Commissions Law, investigate and examine the general condition of each and every common carrier, railroad, street railroad, railroad corporation, street railroad corporation and corporation controlling or operating any common carrier, railroad or street railroad within its jurisdiction, its franchises and the manner in which its lines, owned, leased, controlled or operated are conducted and operated, including the adequacy, security and accommodation afforded by its service, and with respect to its compliance with all provisions of law and its charter requirements.

At the close of the year no further order had been entered in this case.

**Common Carriers**—Investigation as to the manner of operation and adequacy and safety of service. (Employees of Interborough Rapid Transit Company)

Case No. 2410.  
Investigation Order

On August 17, 1919, the Commission in this case made the following order:

IN THE MATTER  
OF THE

Investigation by the PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT, under Sections 45 and 48 of the Public Service Commissions Law, into the general condition of each and every COMMON CARRIER within the First District, and as to the manner of operation and the adequacy and safety of service of such COMMON CARRIER.

Case No. 2410.  
Order for Investigation  
August 17, 1919

*Whereas*, This Commission is vested by law with the general supervision of all common carriers, railroads, street railroads, railroad corporations and street railroad corporations, and all corporations or persons controlling or operating any railroad or street railroad within its jurisdiction, and may with respect to any matter within its jurisdiction, as it deems wise or necessary in the public interest, and not only has the power but is charged with the duty to keep informed as to their general condition, their capitalization, their franchises and the manner in



which their lines owned, leased, controlled or operated are managed, conducted and operated not only with respect to the adequacy, security and accommodation afforded by their service but also with respect to their compliance with all provisions of law and their charter requirements,

Now, therefore, be it

*Ordered*, That this Commission shall forthwith, beginning on Monday, August 18, 1919, at 2:30 o'clock in the afternoon of said day, at its office on the 12th floor of the building No. 49 Lafayette Street, in the Borough of Manhattan, City of New York, as required by Sections 45 and 48 of the Public Service Commissions Law, investigate and examine the general condition of each and every common carrier, railroad, street railroad, railroad corporation, street railroad corporation and corporation controlling or operating any common carrier, railroad or street railroad within its jurisdiction, its franchises and the manner in which its lines, owned, leased, controlled or operated, are conducted and operated, including the adequacy, security and accommodation afforded by its service, and with respect to its compliance with all provisions of law and its charter requirements.

Pursuant to the above order, the Commission took under investigation the matter of the strike of the Interborough Rapid Transit Company employees. Hearings were held on August 18 and 19, 1919. At the hearing of August 19, 1919, Mr. Farley, Counsel to the Commission, made the following statement:

"Mr. Commissioner, I am very glad to say that to the benefit of the public this strike has been very happily ended. Negotiations were had between the strikers and the Interborough representatives in this office by invitation of Commissioner Nixon, and yesterday afternoon they agreed upon these terms which I will now proceed to read into the record:

"The men to be called back to work immediately after the submission to a vote of the Brotherhood this evening.

**TO BE CONCERNED —**

First — A flat increase of 25 per cent. of the rates of all the wages paid over and above those paid August 1, 1919.

Second — All other questions to be negotiated between the Brotherhood and the Company and in case of the failure of such negotiations, to be arbitrated as provided for in the constitution, approved by the directors.

Third — All members of the Brotherhood of the I. R. T. employees to be restored to their former positions and each to retain his individual seniority in the service.

Witnessed and approved  
by me:

LEWIS NIXON,  
Public Service  
Commissioner

WITNESS:  
ALFRED M. BARRETT,  
Deputy Public Service  
Commissioner

EDWIN S. GLEASON,  
Secty to Commissioner

FRANK HEDLEY,  
Vice Pres. and Gen'l Manager,  
Interborough Rapid T. Co.,  
Aug. 18th, 1919

PATRICK J. CONNOLLY,  
President I. R. T. Co.  
Employees Brotherhood,  
Aug. 18, 1919.

M. J. MANGAN,  
Secretary.

In view of this situation, Mr. Commissioner, I ask that this proceeding be adjourned, subject to the call of the Chair."

Whereupon the Commissioner declared the proceeding adjourned, subject to the call of the Commission.

**Common Carriers — Investigation as to manner of operation and adequacy and safety of service. (Employees of New York, Westchester & Boston Railway Company)**

Case No. 2413,  
Order for Investigation

The Commission in this case on August 22, 1919, made the following order:

**IN THE MATTER  
OF THE**

Investigation by the PUBLIC SERVICE COMMISSION for the FIRST DISTRICT, under Sections 45 and 48 of the Public Service Commissions Law, into the general condition of each and every COMMON CARRIER within the First District, and as to the manner of operation and the adequacy and safety of service of such COMMON CARRIER.

Case No. 2413.  
Order for Investigation  
August 22, 1919

Whereas, This Commission is vested by law with the general supervision of all common carriers, railroads, street railroads, railroad corporations and street rail-

road corporations, and all corporations or persons controlling or operating any railroad or street railroad within its jurisdiction, and may with respect to any matter within its jurisdiction, as it deems wise or necessary in the public interest, and not only has the power but is charged with the duty to keep informed as to their general condition, their capitalization, their franchises and the manner in which their lines owned, leased, controlled or operated are managed, conducted and operated not only with respect to the adequacy, security and accommodation afforded by their service but also with respect to their compliance with all provisions of law and their charter requirements.

*Now, therefore, be it*

*Ordered*, That this Commission shall forthwith, beginning on Monday, August 25, 1919, at 2:00 o'clock in the afternoon of said day, at its office on the 12th floor of the building No. 49 Lafayette Street, in the Borough of Manhattan, City of New York, as required by Sections 45 and 49 of the Public Service Commissions Law, investigate and examine the general condition of each and every common carrier, railroad, street railroad, railroad corporation, street railroad corporation and corporation controlling or operating any common carrier, railroad or street railroad within its jurisdiction, its franchises and the manner in which its lines, owned, leased, controlled or operated are conducted and operated, including the adequacy, security and accommodation afforded by its service, and with respect to its compliance with all provisions of law and its charter requirements.

And it is further directed that notice of the hearing be given to the Public Service Commission for the Second District.

Pursuant to the above order the Commission made an investigation of the matter of the strike of the motormen and conductors of the New York, Westchester & Boston Railway Company, at 5 A. M. on August 21, 1919. Hearings were held on August 25 and 26, on which last-named date the hearings were closed. At the hearing on August 26, 1919, the following transpired:

Mr. Graham, of Messrs. Graham & L'Amoreaux (reading):  
(For the Railway Company.)

"To the Honorable Commissioners:

We hereby submit the following compromise settlement of the dispute between the New York, Westchester & Boston Railway Company and its men.

We are willing to accept the offer of the nine hours or less as constituting a day's work for motormen, motor switchmen, and helpers, in passenger and freight service.

Also to accept the suggestion that the following sums shall constitute the minimum payment or wage for a nine-hour day for the class of employees named, to wit: Motormen, \$6.00; motor switchmen, \$5.00; helpers, \$4.00.

Also we accept the suggestion that all time made in excess of nine hours will be paid for as overtime, but at one-ninth instead of at one-eighth of the daily rate, and computed on the minute basis; time to commence when required to report for duty, and to end when relieved from duty at the end of the last run. This rule applies regardless of mileage made.

We are also willing to accept the proposal that nine hours a day, or less, will constitute a day's work for conductors and trainmen; and that the following sums shall constitute the minimum payment or wage for a nine-hour day for the class of employees named, to wit: Passenger conductors, \$6.00; freight conductors, \$5.40; flagmen and brakemen in freight service, \$4.08.

We also accept the proposal that all time made in excess of nine hours will be paid as overtime, but at one-ninth instead of at one-eighth of the daily rate, and computed on the minute basis; time to commence when required to report for duty, and to end when released from duty at the end of the last run; this rule to apply regardless of mileage made.

It is also agreed that when a conductor is used to make a special run, the time shall be computed from the minute that he reports for the special run to the minute that he is released, and he shall be paid \$1.87 for a minimum of not exceeding two and one-half hours, and on the basis of extra time if it exceeds this period.

Should any change be made by the management of the road, requiring conductors to collect tickets or fares, the rates of payment agreed upon shall apply to that condition as well as to the present.

Suitable agreements are to be prepared, subject to the approval of the sitting Commissioners, embodying this compromise settlement, and the working agreements which shall be adapted to the terms of settlement.

This is made upon the basis that the men shall return to work at once, and the agreements be executed as quickly as they can be prepared.

The provisions of this settlement as to the rates of payment to take effect as of the 31st day of August, 1919.

This agreement shall be binding on the men without change until January 1, 1921.

This proposition is submitted as a compromise of the present issue between the Company and our men, which is made in a spirit of conciliation to promote peace and the public good at this time, but without in any manner abandoning our contention that the motormen and conductors in the service of the New York, Westchester & Boston Railway Company, both upon the ground of qualification and service, cannot be placed in the same classification with the motormen and conductors of the standard railroads, and we hereby expressly reserve this from settlement in any way by this compromise."

Deputy Commissioner Barrett: What is the material difference from what they ask?

Mr. Graham: One-ninth instead of one-eighth is the practical difference. Mr. Miller has been delayed in getting here because some of our directors are in Washington on this railroad business, and are scattered all about, and he did not want to act until after he had the full approval of the majority of the board.

He also consulted with the Federal authorities as to this settlement and adjustment, because in our talk we recognized that it affected the New Haven, which is under the Director General of Railroads for this region, and he is making this offer as his final proposition in the adjustment of these difficulties, and the changes are so slight that he expects that it will be accepted.

Mr. Miller: Might I add to that, Mr. Graham, so that the Commission will understand the situation from the company's point of view, that of the directors consulted, and I consulted all but two, they were about equally divided as to a further compromise according to this proposition, so that the balance of power is with me.

So far as the Federal authorities are concerned that I have consulted, they were not disposed to recommend a compromise as having a bearing on the New Haven, and it was only through my persuasive talk, if it was that, that I got them to admit that this might be a good proposition to put to the men as a final proposition.

I only speak of that having in mind the discussion that took place last night as to the policy involved, and as I think you expressed it, the danger of a little road dropping a match in the gunpowder that might start the whole thing.

The only difference, really, from the men's proposition is the change of the hour to nine hours, that is, making the over-time one-ninth instead of one-eighth, and adding that the conductors may be required to collect tickets, and a statement which is not in the agreement, that we are not waiving our contention that this is not a steam railroad. We do not admit that we give in to that contention on their part.

Mr. Farley: Also, that the agreements shall remain in force until 1921.

Mr. Miller: Yes. In our discussion with the Committee it was agreed that it was to run for about a year from the date it was signed, which would be about the middle of August, and we have amended that to make it read until January 1, 1921. We find, and I think most roads find that it is very much better to adjust those matters in the winter time, rather than in the summer time.

(A short recess was taken.)

Mr. Farley: The proposition referred to by Mr. Miller was thereupon presented to the striking employees and the representatives of the Labor Union, and they thereupon submitted to the railroad company the following counter proposition:

That over-time should be figured on the basis of one-eighth instead of one-ninth of the daily rate; that the men in freight service should be paid on the basis of an eight-hour day, with over-time pro rata on a minute basis, figured on one-eighth of the daily rate, the agreement to run for one year, and thereafter until terminated on thirty days' notice, the new rate to go into effect August 27, 1919.

Thereupon, the railroad company agreed to this proposition, with the exception that the agreement should run until October 1, 1920, and thereafter until terminated by thirty days' notice in writing given after that date by either party.

The railroad company further stated that they would concede that the new rate should go into effect August 27, 1919, but requested as a matter of courtesy that the effective date be postponed until August 31, 1919.

This proposition was presented to the striking employees and was accepted; that is to say, the memorandum submitted by the railroad company of August 26, 1919, stands, except as amended in the following particulars:

Overtime is to be figured on the basis of one-eighth instead of one-ninth of daily rate; men in freight service are to be paid on the basis of an eight-hour day with overtime pro rata on minute basis figured on one-eighth of the daily rate. The agreements to be entered into shall run to October 1, 1920, and thereafter until terminated by thirty days' written notice given by either party after that date. The new rate will go into effect August 31, 1919.

The signed agreement is as follows:

"*This Agreement*, made this 26th day of August, 1919, by and between the New York, Westchester and Boston Railway Company, party of the first part, the Brotherhood of Locomotive Engineers, Division 589, party of the second part, the Brotherhood of Railroad Trainmen, Division 197, party of the third part, the Brotherhood of Locomotive Engineers, party of the fourth part, and the Brotherhood of Railroad Trainmen, party of the fifth part,

*Whereas*, the members of the second and third parts, who are employed by the party of the first part, are now on strike, and the parties hereto are desirous of settling their respective differences,

*Now*, this agreement witnesseth as follows:

1. The members of the Brotherhood of Locomotive Engineers, Division 589, and the members of the Brotherhood of Railroad Trainmen, Division 197, who are now on strike, will return to work and resume the performance of their respective duties on the 27th day of August, 1919, at 1:25 A. M.

All of the strikers are to be restored by the party of the first part without prejudice to the respective positions which they formerly occupied, and their rights of seniority preserved.

2. The parties hereto agree to settle their differences in the manner indicated in the memoranda which have passed between them and which have now been finally accepted, as evidenced by the record of the proceedings, Case No. 2413, filed in the office of the Public Service Commission for the First District.

In Witness Whereof, the parties hereto have hereunto affixed their hands and seals.

NEW YORK, WESTCHESTER & BOSTON RY. CO.

By L. S. MILLER, President.

Witness:

EDWARD J. GLENNON,  
Deputy Commissioner

ALFRED M. BARRETT,

Deputy Commissioner

Representing the Public  
Service Commission for  
the First District.

Commissioner

Representing the Public  
Service Commission for the  
Second District.

J. H. WILSON,  
Chairman of B. of L. E.

R. T. CLARKSON,  
Chairman, B. of R. T.

T. R. DODGE,  
Assistant to the President,  
B. of R. T.

L. G. GRIFFING,  
Assistant Grand Chief,  
B. of R. T.

## MATTERS RELATING MAINLY TO EQUIPMENT

### Street Railroad Corporations — Heating regulations and ventilation in closed passenger cars

Case No. 1426,  
Suspension Orders

This proceeding was begun in 1911, upon motion of the Commission, on the question of improvements, changes and additions to the regulations, equipment, appliances and service of all street railroad corporations as regards heating, heating regulations and ventilation with respect to all closed cars carrying passengers operated in the City of New York. (See Volume I, Annual Report of the Commission for 1911, page 387.)

On January 10, 1919, the Commission adopted the following order:

#### IN THE MATTER OF THE

Hearing on the motion of the Commission, on the question of improvements, changes and additions to the regulations, equipment, appliances and service of all STREET RAILROAD CORPORATIONS and their RECEIVERS, if any, as regards heating, to all closed cars carrying passengers operated in the City of New York.

Case No. 1426,  
Order Suspending Final  
Order Made Herein on  
April 26, 1912  
January 10, 1919

An order having been made herein on April 26, 1912, prescribing certain heating and ventilating regulations and directing that on and after the 15th day of October, 1912, the said regulations be observed and complied with by all street railroad corporations and their receivers operating cars in the City of New York and it appearing that by reason of the existence of a strike of the harbor employees of New York Harbor as a result of which practically no deliveries of coal in barges or lighters are being made and that by reason of the difficulty of securing a sufficient supply of coal to enable the said corporations or their receivers to comply with the said heating regulations that paragraph 2 of said Order ought to be suspended for the period hereinafter stated.

It is ordered, That paragraph 2 of the heating regulations of the order herein made on April 26, 1912, be and it is hereby suspended from the date hereof to and until 12 o'clock midnight of the 13th day of January, 1919.

Further ordered, That this order shall take effect immediately.

Further ordered, That a copy of this order be served upon each and every street railroad corporation and its receivers affected by its provisions in the manner required and provided by Section 23 of the Public Service Commissions Law.

Thereafter, as indicated below, the Commission made similar orders, as follows:

<i>Causes for making order</i>	<i>Order entered</i>	<i>Period of suspension</i>
Strike of harbor employees and insufficient supply of coal.	March 11, 1919.	From March 11, 1919, to March 13, 1919, inclusive.
Strike of harbor employees and insufficient supply of coal.	Order by Acting Chairman Whitney March 14, 1919, and confirmed on March 15, 1919.	March 13, 1919, to March 17, 1919, inclusive.
Strike of harbor employees and insufficient supply of coal.	March 17, 1919.	March 17, 1919, to March 19, 1919, inclusive.
Strike of harbor employees and insufficient supply of coal.	March 19, 1919.	March 19, 1919, to March 25, 1919, inclusive.
Strike of harbor employees and insufficient supply of coal.	March 26, 1919.	March 26, 1919, to April 1, 1919, inclusive.
Shortage of fuel and necessity for conserving coal.	December 4, 1919.	December 4, 1919, to midnight December 18, 1919.

On December 13, 1919, the Commission made the following order:

IN THE MATTER  
OF THE

Hearing on the motion of the Commissioner, on the question of improvements, changes and additions to the regulations, equipment, appliances and service of all STREET RAILROAD CORPORATIONS and their RECEIVERS, if any, as regards Heating, Heating Regulations and Ventilation with respect to all closed cars carrying passengers, operated in the City of New York.

Case No. 1426,  
Order Revoking Suspension  
Order of December 4,  
1919  
December 13, 1919

The Commission having made an order herein on April 26, 1912, providing among other things that all closed cars in service for the transportation of passengers between the 15th day of October and the 15th day of April in each year be equipped with suitable heating apparatus, and further providing that during that period in each year all of the said closed cars shall be heated to a temperature of not less than 40 degrees nor more than 65 degrees above zero, Fahrenheit, except when the operating company is prevented from complying with said order by storm, accident or other controlling emergency for which it is not responsible and which is not due to any negligence on its part, and further providing that all closed surface cars in service be sufficiently ventilated by taking air through openings or intakes provided for that purpose; and the United States Fuel Administrator having called attention to the shortage of fuel and to the necessity for the conservation of coal by public utility companies; and the Commission having, on December 4, 1919, made an order herein, providing that the provisions of the said final order of April 26, 1912, which require closed cars in service to be heated at the temperature and during the time mentioned above, be suspended during the rush hours of each day from December 4, 1919, to December 18, 1919, inclusive; and it appearing that the United States Fuel Administrator has removed the restrictions upon the use of coal; and the Commission being of the opinion that the said final order of April 26, 1912, should be hereafter complied with in all respects, it is

*Ordered*, That the said order of the Commission, dated December 4, 1919, suspending the provisions of that part of the final order of April 26, 1912, which provides for the heating of closed cars, be and it hereby is revoked; and that all the street railroad companies affected thereby, and their Receiver, if any, be directed to comply forthwith and hereafter with the terms of the said final order of April 26, 1912, in all respects as if the said order of December 4, 1919, had never been made.

*Further ordered*, That a certified copy of this order be served upon each and every street railroad corporation affected by the terms and provisions hereof in the manner provided in Section 23 of the Public Service Commissions Law.

**Interborough Rapid Transit Company — Installation of storage battery emergency lighting system in cars and lighting of cars and stations in subway****Case No. 1425,  
Amendatory Order**

This proceeding was begun upon motion of the Commission in 1911, on the question of the installation by the company of storage battery emergency lighting system in cars and the improvement of the lighting of cars and stations in the subway. (See Volume I, Annual Report of the Commission for 1911, page 385.)

On January 23, 1919, the Commission in this case adopted the following order:

**IN THE MATTER  
OF THE**

Hearing on the motion of the COMMISSION on the question of improvements, changes and additions to the equipment, service and property of INTERBOROUGH RAPID TRANSIT COMPANY

Installation of storage battery emergency lighting system in cars and lighting of cars and stations in subway

**Case No. 1425,  
Order Amending Order of  
March 22, 1912  
January 23, 1919**

An order having been made herein on March 22, 1912, directing Interborough Rapid Transit Company to install and thereafter maintain and operate in each car used by it for the transportation of passengers upon its subway lines, or thereafter purchased or otherwise acquired by it for such use and operation, not less than twenty-six tungsten or other suitable electric metallic filament lamps (exclusive of platform lamps) of a total rated capacity of not less than 650 candle power, and it appearing that since the adoption of said order the said company has entered into a contract with The City of New York, dated March 19, 1913, for the construction, maintenance and operation of additional subway and elevated rapid transit lines to be operated in conjunction with its then existing subway lines, and that under said contract it is now installing an improved system of lighting in the new cars acquired under and in accordance with said contract, it is *Ordered*, That the order of March 22, 1912, be and the same hereby is amended by substituting for paragraph (5) the following paragraph:

(5) That said Interborough Rapid Transit Company be and it hereby is directed and required to install and thereafter renew, maintain, operate and use in each car in use and operated by it for the transportation of passengers under Contracts Nos. 1 and 2, which provide for the construction, maintenance and operation of the Manhattan-Bronx and the Brooklyn-Manhattan Rapid Transit Railroads, not less than twenty-six (26) tungsten or other suitable electric metallic filament lamps (exclusive of platform lamps), of a total rated capacity of not less than six hundred and fifty (650) candle power.

*Further ordered*, That Interborough Rapid Transit Company within five days after the service of this order, shall notify the Commission in writing whether the terms of this order are accepted and will be obeyed.

*Further ordered*, That this order take effect at once.

(For the order of March 22, 1912, see Volume I, Annual Report of the Commission for 1912, page 488.)

**Street Railroad Corporations — Equipment of electric surface cars with closed vestibules****Case No. 2172,  
Opinion**

On February 26, 1919, the Commission approved an opinion (10 P. S. C. R. [1st Dist. N. Y.] 21), rendered by Acting Chairman Whitney, recommending that a suitable order be entered in this case requiring the street railroad corporations to equip their closed, convertible and semi-convertible end-entrance passenger cars of the larger type with folding or sliding doors, enclosing both platforms, and folding steps to operate simultaneously with the doors, and to install in connection therewith an interlocking device that will cut off the electric current from the motors when the doors are open, with an emergency switch to move the car when the door is open, and that the form of order be settled upon notice to each of the interested companies and authorizing the Secretary of the Commission to trans-

mit a communication to the companies advising that the Commission had fixed March 4, 1919, at 2:30 P. M., in the office of Acting Chairman Whitney as the time and place for the settlement of the form of order to be entered in accordance with his opinion. At the close of the year no order had been entered in this case.

**New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company — Destination signs in cars on elevated lines**

Case No. 1505,  
Suspension Order

On April 17, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE  
Hearing on the motion of the COMMISSION on the  
question of changes in the regulations, practices  
and service of NEW YORK CONSOLIDATED RAILROAD  
COMPANY, NASSAU ELECTRIC RAILROAD COMPANY  
and SOUTH BROOKLYN RAILWAY COMPANY

Destination signs  
in cars in service on elevated lines

Case No. 1505,  
Order Suspending Final  
Order as to Certain  
Operation on the Lexing-  
ton Avenue and Broad-  
way Lines  
April 17, 1919

An order having been made in this case on July 9, 1915, directing the New York Consolidated Railroad Company and other companies to display line or destination signs in cars in service on elevated lines, and Mr. John J. Dempsey, Traffic Manager for Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company, having made application in writing, dated February 27, 1919, for a suspension of said order in so far as it affects certain temporary operation on the Lexington Avenue line and on the Broadway line, and the Commission being of the opinion that said application should be granted as hereinafter stated, it is

*Ordered*, That the order in Case No. 1505, adopted July 9, 1915, be and the same hereby is suspended in so far as it affects the operation of trains on the Lexington Avenue line on their east-bound trips during both A. M. and P. M. rush hours, and in so far as it affects the operation of Canal Street trains on the Broadway line on their west-bound trips during the P. M. rush hours, but only during the existence of the temporary operation of said lines.

*And it is further ordered*, That this order shall take effect immediately.

*And it is further ordered*, That this order shall be without prejudice to any other order or proceeding by the Commission with respect to the subject-matter hereof.

(For the order of July 9, 1915, see Volume I, Annual Report of the Commission for 1915, page 667.)

**The Brooklyn Heights Railroad Company, The Nassau Electric Railroad Company, Coney Island and Brooklyn Railroad Company and Brooklyn, Queens County and Suburban Railroad Company — Application for permission to execute and deliver agreements for motor cars and to execute, issue and deliver lease warrants or notes in part payment thereof**

Case No. 2378,  
Hearing Order  
Approval Order  
Amendatory Order

This proceeding was begun upon application by joint petition dated and verified June 7, 1919, by the Brooklyn Heights Railroad Company, The Nassau Electric Railroad Company, Coney Island and Brooklyn Railroad Company and Brooklyn, Queens County and Suburban Railroad Company, for an order of the Commission, under Section 55 of the Public Service Commissions Law, authorizing said petitioners to execute and deliver their respective proposed agreements with The J. G. Brill Company, for single-truck safety passenger motor cars and to execute, issue and deliver their respective lease warrants or notes in substantially the form of the amounts, dates and maturity dates, and for the purposes provided for in such proposed agreements. On June 13, 1919, the Commission made an order (see

blank form of hearing order with notice, page 156) directing that a hearing be had in the matter on June 19, 1919.

On July 11, 1919, the Commission made the following order in this case:

IN THE MATTER

OF THE

Application of THE BROOKLYN HEIGHTS RAILROAD COMPANY, THE NASSAU ELECTRIC RAILROAD COMPANY, CONEY ISLAND AND BROOKLYN RAILROAD COMPANY, and BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY, respectively, for permission and authority, under Section 53 of the Public Service Commissions Law, to execute and deliver their respective agreements for single-truck safety passenger motor cars, and to execute, issue and deliver their respective lease warrants or notes in part payment of the purchase price of said cars as provided for in said agreements.

Case No. 2378,  
Order Authorizing Issuance by Coney Island and Brooklyn Railroad Company of \$56,194.28 Lease Warrants or Notes  
July 11, 1919

Section 1. Application having been made to the Public Service Commission for the First District by Coney Island and Brooklyn Railroad Company, under provisions of the Public Service Commissions Law, for permission to execute and deliver an agreement for the lease and ultimate purchase of 11 single-truck safety passenger motor cars and for permission to execute, issue and deliver its lease warrants or notes to the amount of \$56,194.28 face value in part payment of the purchase price of said cars as provided for in said agreement, said lease warrants or notes to be delivered upon completion of the shipment of said cars, all dated the average date of shipment of said cars and payable respectively in the following periods from and after the date thereof, the amounts and dates of maturity of such lease warrants or notes to be, respectively, as follows:

Maturity	Amount
Six months from date.....	\$2,905 39
Seven months from date.....	1,641 26
Eight months from date.....	1,634 28
Nine months from date.....	1,627 30
Ten months from date.....	1,620 31
Eleven months from date.....	1,613 33
Twelve months from date.....	1,606 34
Thirteen months from date.....	1,599 36
Fourteen months from date.....	1,592 38
Fifteen months from date.....	1,585 39
Sixteen months from date.....	1,578 41
Seventeen months from date.....	1,571 42
Eighteen months from date.....	1,564 44
Nineteen months from date.....	1,557 46
Twenty months from date.....	1,550 47
Twenty-one months from date.....	1,543 49
Twenty-two months from date.....	1,536 50
Twenty-three months from date.....	1,529 53
Twenty-four months from date.....	1,522 54
Twenty-five months from date.....	1,515 56
Twenty-six months from date.....	1,508 58
Twenty-seven months from date.....	1,501 59
Twenty-eight months from date.....	1,494 61
Twenty-nine months from date.....	1,487 62
Thirty months from date.....	1,480 64
Thirty-one months from date.....	1,473 66
Thirty-two months from date.....	1,466 67
Thirty-three months from date.....	1,459 69
Thirty-four months from date.....	1,452 70
Thirty-five months from date.....	1,445 72
Thirty-six months from date.....	1,438 73
Thirty-seven months from date.....	1,431 75
Thirty-eight months from date.....	1,424 77
Thirty-nine months from date.....	1,417 78
Forty months from date.....	1,410 80
Forty-one months from date.....	1,403 81

The amounts of said lease warrants or notes to include interest at 6% per annum from the date of such lease warrants or notes to the respective dates of maturity thereof; and a hearing having been duly had upon said application before the Commission; and it being now the opinion of the Commission

(1) That the issuance of said lease warrants or notes by the said Coney Island and Brooklyn Railroad Company to the amount of \$56,194.28, face value, is necessary to and reasonably required by said company for the acquisition of property and particularly for the purposes which are herein-after stated in this Order, and

(2) That, except as to the following specified amounts of said lease warrants or notes authorized to be issued hereunder for the purposes follow-



ing, to wit: \$6,914.28, or so much thereof as may be necessary to make up interest and discount, said purposes are not in whole or in part reasonably chargeable to operating expenses or to income.

Section 2. *It is ordered*, That the Public Service Commission for the First District does hereby authorize the execution and delivery of the said agreement, and the issue by the said The Nassau Electric Railroad Company of \$372,925.73, face value, of principal of lease warrants or notes of said company maturing in instalments as stated in Section 1 of this order and to include interest at 6% per annum from the date of such lease warrants or notes to the respective dates of maturity thereof under and in pursuance of the terms of a certain lease or agreement dated May 1, 1919 made and executed between the J. G. Brill Company and The Nassau Electric Railroad Company, a copy of which lease or agreement is attached to the petition herein.

Section 3. *It is ordered*, That said issue of lease warrants or notes is authorized upon the conditions following and not otherwise, to wit:

*FIRST:* That the said lease warrants or notes shall be delivered to the J. G. Brill Company at not less than ninety-eight per cent (98%) of the par or face value of the principal thereof and that the proceeds thereof shall be applied only to the following purposes, that is to say:

1. For the acquisition of property.....	\$327,040 00
2. For interest, at 6% per annum.....	39,211 44
3. Debt discount, 2%.....	6,674 29

*SECOND:* That the amount of such discount and interest shall be charged to income in accordance with the requirements of the Uniform System of Accounts prescribed by the Commission.

*THIRD:* That the said company shall keep separate, true and accurate accounts showing the receipt and application in detail of the proceeds of the sale or disposal of the lease warrants or notes hereby authorized to be issued and on or before the 10th day of each month shall make verified reports to the Commission stating the sale or sales of said lease warrants or notes during the previous month, the terms and conditions of sale, the moneys realized therefrom and the use and application of said moneys and said accounts, vouchers and records shall be open to audit and may be audited from time to time by accountants and examiners designated for such purpose by the Commission.

*FOURTH:* That the authority hereby given to issue such lease warrants or notes shall apply only to the lease warrants or notes issued by said company on or before the 31st day of December, 1919.

Section 4. *It is hereby ordered*, That this order shall take effect on the 11th day of July, 1919, and, except as provided in the fourth subdivision of Section 8 limiting the duration of the authority to issue such lease warrants or notes herein granted, continue in force until otherwise ordered by the Commission, and that within ten (10) days after service upon it of a copy of this order said company notify the Commission whether the terms of this order are accepted and will be obeyed.

On July 25, 1919, the Commission made the following order:

#### IN THE MATTER

#### OF THE

Application of THE BROOKLYN HEIGHTS RAILROAD COMPANY, THE NASSAU ELECTRIC RAILROAD COMPANY, CONEY ISLAND AND BROOKLYN RAILROAD COMPANY, and BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY, respectively, for permission and authority, under Section 55 of the Public Service Commissions Law, to execute and deliver their respective agreements for single truck safety passenger motor cars, and to execute, issue and deliver their respective lease warrants or notes in part payment of the purchase price of said cars as provided for in said agreements.

Case No. 2378.  
Amendatory Order as to  
The Brooklyn Heights  
Railroad Company.  
July 25, 1919

An order having been made herein on July 11, 1919, authorizing The Brooklyn Heights Railroad Company, upon the terms and conditions contained in said order, to execute and deliver an agreement with the J. G. Brill Company, dated May 1, 1919, in the form submitted to the Commission, for the lease and ultimate purchase of 108 single-truck safety passenger motor cars, and to issue and deliver its lease warrants or notes to the aggregate amount of \$551,725.72, face value, in part payment of the purchase price of said cars as provided for in said agreement, said lease warrants or notes to be delivered upon completion of the shipment of said cars, all dated the average date of shipment of said cars and payable, respectively, in certain periods from and after the date thereof, the amounts and dates of maturity of such lease warrants or notes to be respectively as set forth in said order; and it now appearing to the Commission, by petition dated and verified July 21, 1919, that, by an order made and entered in the District Court of the United States for the Southern District of New York, on July 14, 1919, in the suit of Central Union Trust Company of New York, plaintiff, against Brooklyn Rapid Transit Company, The Brooklyn Heights Railroad Company *et al.*, defendants, then and now pending on the equity side of said Court, Lindley M. Garrison was

appointed Receiver of said The Brooklyn Heights Railroad Company, and is now in the possession and control of the property and assets of said company as said Receiver; and said company and said Receiver in and by said petition of July 21, 1919 having requested this Commission to modify its order of July 11, 1919 so as to extend the authority thereof to said Lindley M. Garrison, as Receiver.

**Ordered:**

That said order of July 11, 1919 be and it hereby is amended and modified so as to extend the authority thereof, to said Lindley M. Garrison as Receiver of The Brooklyn Heights Railroad Company to execute and deliver said agreement, and to execute, issue and deliver the lease warrants or notes as therein provided, with such appropriate changes in the date and form of said agreement and in the form of such lease warrants or notes, as shown in the form of agreement annexed to said petition, as shall be necessary by reason of this extension of the authority of said order of July 11, 1919, to said Lindley M. Garrison as Receiver of said The Brooklyn Heights Railroad Company.

(2) That said order of July 11, 1919 be and it hereby is amended and modified in all respects necessary to enable said company and its Receiver to comply with the authority and requirements of said order; and said Receiver as well as said company shall observe and comply with all the conditions and requirements of said order as hereby amended.

(3) That the effective date of said order as hereby amended shall be July 25, 1919 instead of July 11, 1919 as specified in said original order, and the date on or before which the Commission shall be notified whether the terms and conditions of said order as hereby amended are accepted and will be obeyed, shall be August 4, 1919 instead of the date specified in said original order.

(4) That this order shall take effect on July 25, 1919, and on or before August 4, 1919 said company and said Receiver shall notify the Commission in writing whether the terms and conditions of said order of July 11, 1919 as hereby amended are accepted and will be obeyed.

## MATTERS RELATING MAINLY TO OPERATION

**New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company — Passengers standing on the rear platforms of end cars of trains**

Case No. 2167,  
Rehearing Resolution  
Order after Further Hearing

This proceeding was begun upon motion of the Commission in 1917, concerning the regulations, practices and service of the New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company, with particular respect to passengers standing on the rear platforms of end cars of trains. (See Appendix A to Volume I, Annual Report of the Commission for 1917, page 181.)

On January 23, 1919, the Commission adopted a resolution (see blank form of rehearing resolution, page 157) directing that a further hearing in this matter be had on January 28, 1919, for the purpose of inquiring and determining whether the order of the Commission adopted in this case January 25, 1917, as amended by orders adopted January 29, 1917, and May 23, 1917, should be further amended so that there would be no conflict between that order and the ordinance of the Board of Aldermen, regarding this subject adopted on or about November 12, 1918, and approved by the Mayor, November 19, 1918.

On February 26, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Hearing on the motion of the Commission concerning the regulations, practices and service of the New York Consolidated Railroad Company, Nassau Electric Railroad Company and South Brooklyn Railway Company and Lindley M. Garrison, as Receiver of the New York Consolidated Railroad Company.

Passengers  
standing on rear platforms of end cars of trains

Case No. 2167,  
Order after Further Hearing  
February 26, 1919

An order having been made herein on January 25, 1917, directing and requiring the New York Consolidated Railroad Company and the South Brooklyn Railway Company not to allow passengers to ride on the rear platforms of the rear cars of

trains; and said order having been amended in certain respects on January 29, 1917, and May 23, 1917; and said New York Consolidated Railroad Company having made application to the Commission on or about October 10, 1917, for a suspension of said order as amended; and a hearing having been had on said application but no order having been made; and the Commission having been informed since the close of said hearing that on or about November 12, 1918, the Board of Aldermen of the City of New York adopted an ordinance prohibiting passengers from riding on the rear platforms of the rear cars of trains, which ordinance was approved by the Mayor on November 19, 1918; and the Commission having held a hearing for the purpose of determining whether, in view of said ordinance, any further change in the Commission's order should be made; and it appearing that on or about December 31, 1918, Mr. Lindley M. Garrison was appointed Receiver of the New York Consolidated Railroad Company and duly qualified and entered upon the performance of his duties as such Receiver, and he is still acting as such; and said Receiver having been joined as a party to this proceeding; and the Commission being of the opinion that, in view of the said ordinance of the Board of Aldermen, an order should be adopted superseding the order of January 25, 1917, as amended, and making certain changes therein,

*Ordered,*

1. That said New York Consolidated Railroad Company and Lindley M. Garrison, its Receiver, and said South Brooklyn Railway Company, be and they hereby are and each of them is directed and required, in the manner hereinafter provided, to forbid all passengers to ride on the rear platform of the rear car of any train operated by them or any of them, whether operated over, upon or under the surface, where such rear platform is not enclosed by a vestibule. Provided, however, that the term "passengers" shall not include or be construed to include any officer, agent or employee of either of said companies or of said Receiver, or any public officer or public employee whose duties may require the riding on any such rear platform.

2. That not later than March 4, 1919, said companies and said Receiver shall post and conspicuously fasten upon the rear platform of the rear car of each and every train operated by them respectively an appropriate notice forbidding passengers to ride on such platform, which notice may be in the following form: "Passengers are forbidden to ride on rear platforms of rear cars of trains. By order of Public Service Commission. Violations are punishable by a fine of \$10 or imprisonment for 10 days, or both (Article 1, Chapter 18, Section 4 of the Code of Ordinances of the City of New York)."

3. That each of said companies and said Receiver may adopt such additional means and make and enforce such additional rules and regulations as may be necessary or proper to enable them to carry out the purposes of this order.

4. That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

5. That on or before March 5, 1919, said New York Consolidated Railroad Company and Lindley M. Garrison, its Receiver, and said South Brooklyn Railway Company, shall notify the Commission in writing whether the terms of this order are accepted and will be obeyed.

6. That this order shall supersede and take the place of the order of the Commission herein dated January 25, 1917, as amended, which order of January 25, 1917, as amended, is hereby in all things abrogated.

(For the orders adopted in this case in 1917, see Appendix A to Volume I, Annual Report of the Commission for 1917, page 181.)

### The Brooklyn Heights Railroad Company—Application for permission to discontinue operation of Furman Street Line

Case No. 2225.  
Approval Resolution

On March 26, 1919, the Commission in this case adopted the following resolution:

IN THE MATTER  
OF THE  
Application of THE BROOKLYN HEIGHTS RAILROAD  
COMPANY for permission to discontinue operation  
temporarily of its Furman Street line.

Case No. 2225.  
Resolution Approving Ap-  
plication  
March 26, 1919

*Whereas*, Permission has heretofore been granted by the Commission to The Brooklyn Heights Railroad Company to suspend temporarily until April 1, 1919, the operation of its Furman Street line, during the construction of Section 3 of Route No. 48, of the Seventh Avenue-Lexington Avenue Rapid Transit Railroad; and

*Whereas*, The Brooklyn Heights Railroad Company has made application in writing, dated March 13, 1919, by J. J. Dempsey, Vice-President, for a further extension of the period of discontinuance of operation of said line, and the Commission being of the opinion that the application should be granted as hereinafter stated, it is

*Resolved*, That The Brooklyn Heights Railroad Company be and it hereby is permitted to suspend the operation of its Furman Street line until such time as the Commission directs that operation thereof should be resumed, and it is

*Further resolved*, That this Resolution is without prejudice to the making of any other or different resolution in this proceeding or in any other proceeding concerning the same subject matter by the Commission.

(For the previous extension, see Volume I, Annual Report of the Commission for 1918, page 608.)

**Railroad Corporations, Street Railroad Corporations and Common Carriers—  
Smoking on passenger cars and stations**

Case No. 1689,  
Suspension Orders

On April 14, 1919, the Commission in this case adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of changes or improvements in the regulations, practices and service of RAILROAD CORPORATIONS, STREET RAILROAD CORPORATIONS and COMMON CARRIERS, SUBJECT TO THE JURISDICTION OF THE COMMISSION, in respect to smoking on passenger cars and stations.

Case No. 1689,  
Order Suspending, Final  
Order  
April 14, 1919

An order having been made herein upon August 1, 1913, as amended by order dated September 16, 1913, prescribing certain regulations in respect of smoking and the carrying of lighted cigars, cigarettes and pipes on cars operated by all street railroad corporations, subject to the jurisdiction of this Commission, including the companies hereinafter mentioned, and application by letter, dated April 3, 1919, having been made by The Brooklyn Heights Railroad Company, The Nassau Electric Railroad Company, the Brooklyn, Queens County & Suburban Railroad Company, The Coney Island & Brooklyn Railroad Company, the Coney Island and Gravesend Railway Company and the South Brooklyn Railway Company, for suspension of said Final Order, as amended, in so far as the same requires said companies to prohibit smoking and the carrying of lighted cigars, cigarettes and pipes on their convertible cars known as Series 3555-56, 3700, 3900, 4100, 4300, and 4500 during the time within which the windows are removed from said cars for the summer season; and the Commission being of opinion that said application should be granted, subject, however, to the conditions hereinafter stated, it is

*Ordered*, That said final order as amended be and the same hereby is suspended for and during the period between May 1, 1919, and October 25, 1919, in so far as the same affects the convertible cars of The Brooklyn Heights Railroad Company, The Nassau Electric Railroad Company, the Brooklyn, Queens County & Suburban Railroad Company, The Coney Island and Brooklyn Railroad Company, the Coney Island & Gravesend Railway Company and the South Brooklyn Railway Company, known as Series 3555-56, 3700, 3900, 4100, 4300 and 4500, provided that during said time the windows shall be removed from said cars, and provided also that smoking shall be permitted only on the longitudinal seats at the rear of each car and on not more than the four rear cross seats on each side of said cars, the rear longitudinal seat being counted as one of the four, and provided further that said companies shall make and enforce regulations prohibiting the practices mentioned, except as herein permitted, and shall post conspicuously in said cars appropriate notices that such practices are prohibited herein, except as herein permitted, and shall instruct and direct its employees to see that such regulations are enforced.

*Further ordered*, That this order shall take effect on receipt, by the Commission, of a communication from said companies accepting the terms and conditions of this order and promising and agreeing to obey and enforce the same.

*Further ordered*, That said companies notify the Commission within ten days after service of this order whether the terms and conditions of this order are accepted and will be obeyed and enforced.

On May 13, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission on the question of changes or improvements in the regulations, practices and service of RAILROAD CORPORATIONS, STREET RAILROAD CORPORATIONS and COMMON CARRIERS, SUBJECT TO THE JURISDICTION OF THE COMMISSION, in respect to smoking on passenger cars and stations.

Case No. 1689,  
Suspension Order by Com-  
mission as to New York  
Railways Company  
May 13, 1919

An order having been made herein on August 1, 1913, as amended by Order dated September 16, 1913, which prescribed certain regulations in respect of smoking

and carrying of lighted cigars, cigarettes and pipes on cars operated by all the street railroad corporations subject to the jurisdiction of this Commission, including the New York Railways Company; and an application having been made by Job E. Hedges, as Receiver of said New York Railways Company, by letter, dated May 2, 1919, for a suspension of said order, as amended, in so far as the same requires said company to prohibit smoking and the carrying of lighted cigars, cigarettes and pipes on its cars of the low-level center-entrance type during the time within which the windows are removed from said cars for the summer season; and the Commission being of the opinion that said application should be granted, subject, however, to the conditions hereinafter stated:

*Ordered,*

(1) That said order as amended be and the same hereby is suspended for and during the period of five months from and after May 15, 1919, in so far as the same affects said cars of the low-level center-entrance type operated by the said New York Railways Company, provided that during said time the windows shall be removed from said cars, and provided also that smoking shall be permitted only on the circular seat in the rear of the car and on one seat on each side of the car immediately in front of such circular seat, and said company shall make and enforce regulations prohibiting the practices mentioned, except as herein permitted, and shall post conspicuously in said cars appropriate notices that such practices are prohibited therein, except as herein permitted, and shall instruct and direct its employees to see that such regulations are enforced.

(2) That this order shall take effect on receipt, by the Commission, of a communication from said company accepting the terms and conditions of this order and promising and agreeing to obey and enforce the same.

(3) That said New York Railways Company and its Receiver notify the Commission on or before May 14, 1919, whether the terms and conditions of this order are accepted and will be obeyed.

(For the orders of 1913, see Volume I, Annual Report of the Commission for 1913, page 483.)

### **Brooklyn Heights Railroad Company — Failure to stop cars at Cortelyou road on 16th Avenue**

Case No. 1868.  
Abrogating Order

On April 26, 1919, the Commission in this case adopted the following order:

#### **IN THE MATTER OF THE**

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of the BROOKLYN HEIGHTS RAILROAD COMPANY on the 16th Avenue Line

Failure to stop cars at Cortelyou Road

Case No. 1868.  
Order Abrogating Order of  
November 17, 1914  
April 26, 1919

An order having been duly made in the above-entitled matter on November 17, 1914, directing and requiring the Brooklyn Heights Railroad Company from and including September 10 to and including May 30 in each year to stop all west-bound cars on its 16th Avenue Line at Cortelyou road and Gravesend avenue to let off or take on passengers; and said company having addressed a letter to the Commission, dated April 1, 1919, signed by John J. Dempsey, Vice President, requesting that said order be abrogated; and the Commission being now in receipt of a communication from the Chief of the Transit Bureau of the Commission stating that said bureau has no objection to the abrogation of said order; and the Commission being of the opinion that said order should be abrogated.

*Ordered,* That said order of November 17, 1914, be and the same hereby is, in all things, abrogated.

(For the order of November 17, 1914, see Volume I, Annual Report of the Commission for 1914, page 578.)

**New York Consolidated Railroad Company, New York Municipal Railway Corporation — Transportation of passengers on Centre, Walker and Delancey streets, City of New York**

Case No. 2234,  
Discontinuance Order

On April 26, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices, equipment, appliances and service of the NEW YORK CONSOLIDATED RAILROAD COMPANY and the NEW YORK MUNICIPAL RAILWAY CORPORATION in respect to the transportation of passengers on those portions of the subway lines in Centre, Walker, and Delancey Streets in the Borough of Manhattan, City of New York.

Case No. 2234,  
Order Discontinuing Proceeding  
April 26, 1919

Hearing having been duly had in the above entitled proceeding on August 20, 1917, and on adjourned dates thereafter and the Commission being of the opinion that no order is necessary at this time it is

*Ordered*, That the above-entitled proceeding be and it is hereby discontinued without prejudice to such other or further proceeding as may hereafter be necessary or proper with respect to the subject matter thereof.

**The Long Island Railroad Company — Headways on its Atlantic Division**

Case No. 2265,  
Discontinuance Order

On May 7, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices, service and train headways of THE LONG ISLAND RAILROAD COMPANY, on its Atlantic division.

Case No. 2265,  
Discontinuance Order  
May 7, 1919

A hearing having been duly had by and before the Commission in the above-entitled matter on December 11, 1917, and various adjourned dates to and including January 15, 1918, on which latter date an adjournment was taken subject to the call of the Commission; and the Commission being of the opinion that no further hearings are necessary and that the proceeding should be discontinued,  
*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued.

**Third Avenue Railway Company — Extension of its Broadway-145th Street Line from 181st street to Van Cortlandt Park at 242d street**

Case No. 2380,  
Hearing Order  
Approval Order

This proceeding was begun upon application by letter dated June 11, 1919, for permission to file on short notice, a revision of or supplement to its Local and Joint Passenger Tariff No. 1, providing for an extension of its Broadway-145th Street Line from Broadway and 181st Street, northwardly through Broadway to Van Cortlandt Park at 242d Street, provided this Commission should not require the exchange of transfers from said extended line of the Third Avenue Railway Company to lines of the Union Railway Company of New York City, at intersecting or connecting points on Broadway. On June 17, 1919, the Commission made an order (see blank form of extension order, page 155) directing that a hearing be had in this matter to inquire and determine as follows:

(1) Whether upon the merits the extension proposed should be approved.

(2) Whether the extension proposed would involve the use of the tracks of any other companies than the Third Avenue Railway Company and the Union Railway Company of New York City.

(8) Whether the agreement between the Union Railway Company of New York City and the Third Avenue Railway Company has been duly executed, according to law.

(4) Whether said companies should be relieved and exempted from the obligation imposed by law to exchange transfers at all intersecting or connecting points.

On June 27, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Proposed Extension by the THIRD AVENUE RAILWAY COMPANY of its Broadway-145th Street Line from 181st Street and Broadway to Van Cortlandt Park at 242nd Street.

Case No. 2380,  
Order Granting Application  
Special Permission No. 614  
June 27, 1919

An application having been made to this Commission by the Third Avenue Railway Company by letter dated June 11, 1919, for permission to file on short notice a revision of or supplement to its Local and Joint Passenger Tariff No. 1, providing for the extension of the summer service on its Broadway-145th Street Line from the present terminus of said line at Broadway and 181st Street, northwardly through Broadway to Van Cortlandt Park at 242nd Street, such changed operation to be in part over tracks belonging to the Union Railway Company of New York City; and said Third Avenue Railway Company having subsequently submitted to the Commission in connection with said application an agreement between said Union Railway Company of New York City and said Third Avenue Railway Company dated June 16, 1919, conveying to the latter company the right to operate over the tracks of the former company, and having requested the approval of said agreement by the Commission; and a hearing having been duly had by and before the Commission upon said application on the 26th day of June, 1919; and the Commission being of the opinion after said hearing that the changed operation proposed by the company will afford a material increase in the facilities furnished by the company for the service of the traveling public, and that said application should be granted

*Ordered.*

(1) That said agreement between the Union Railway Company of New York City and the Third Avenue Railway Company dated June 16, 1919 conveying to the latter company the right to operate over the tracks of the former company, be and the same hereby is approved, and that the Secretary of the Commission be and he hereby is authorized and directed to endorse upon said agreement the approval of this Commission.

(2) That permission be and the same hereby is granted to the said Third Avenue Railway Company to issue and file and put into effect on two (2) days' notice revised sheets to its Local and Joint Passenger Tariff No. 1, providing for such changed operation.

(3) That on or before the date of the beginning of such changed operation in the year 1919 and in each subsequent year during the time said agreement shall be in force, said company shall post in each and every car operated by it on its Broadway-145th Street Line a notice to the public announcing the beginning of such changed operation, which notice shall contain an appropriate statement as to the probable duration of such changed operation in that year and as to the transfer privileges to be accorded to the public during such period; and this order is made upon the express condition that the requirements of this paragraph shall be complied with.

(4) That this order shall take effect upon its formal acceptance by said Third Avenue Railway Company, and on or before the 28th day of June, 1919 said Third Avenue Railway Company shall notify the Commission in writing whether the terms and conditions of this order are accepted and will be obeyed.

**The Union Railway Company of New York City — Complaint of William W. Penfield, et al., as to failure to operate cars from 129th street, Borough of Manhattan, to South Mt. Vernon**

Case No. 2423.  
Complaint Order  
Extension Order

This proceeding was begun upon complaint of William W. Penfield et al., against the Union Railway Company of New York City, as follows:

New York, August 23, 1919

Hon. LEWIS NIXON,  
Commissioner of Public Service,  
First District,  
New York.

SIR:

The undersigned, residents of the former village of South Mount Vernon (Wakefield), desire respectfully to call your attention to the flagrant violation by the Union Railway Company of the franchise granted to it by the Village of South Mount Vernon in failing to give to each passenger over its lines "one continuous

ride on the cars of the Company to and from 129th Street," to and from any point in South Mount Vernon by either the West Farms or Fordham route and requiring passengers going south over its lines from 242nd Street to transfer at Gun Hill Road, 177th Street, West Farms Road, 177th Street and 3rd Avenue and 138th Street and 3rd Avenue with the same number of transfers going north to 242nd Street and White Plains Road, thereby causing great inconvenience and delay, and at every transfer point unnecessarily and unlawfully exposing passengers to the heat and storms of summer and the cold snow and ice of winter.

Your petitioners therefore ask that the transfer system now in operation over the West Farms line, so called, immediately be abolished and the Union Railway Company be directed to restore the through continuous ride for five (5) cents to and from South Mount Vernon, from and to 129th Street and to operate its road according to its franchise.

Your petitioners further ask for the discontinuance of the service of those open cars operated by the said Union Railway Company in which the seats are so close together as to make access to and egress from the cars difficult, producing a crowding and jostling that is actually indecent.

Yours respectfully,

William W. Penfield.....	4523	White Plains Road
Peter I. Herrmann.....	641	E. 241st St.
J. Acker.....	074	E. 240th St.
B. Shapiro.....	4577	Matilda Ave.
Paul Lambert.....	635	East 241st St.
Geo. Schaap.....	4752	Carpenter Ave.
Otto Boos.....	4438	Carpenter Ave.
William Stimm.....	603	E. 241st St.
William C. Thiede.....	4745	Matilda Ave.
William F. Batro.....	4758	Matilda Ave.
Edward Selmuide.....	601	E. 241st St.
Peter Von Grison.....	4531	Matilda Ave.
A. Nastius.....	4506	Carpenter Ave. W.
Mr. William Hauser.....	4653	Carpenter Ave.
F. A. Dutz.....	4641	Richardson Ave.
Walter Stammers.....	4538	Carpenter Ave.
Antoinette Franz.....	639	East 241st St.
Louis Bernhart.....	4259	Carpenter Ave.
Edward M. Rothman.....	4257	Carpenter Ave.
Mrs. C. Gunther.....	4029	Bronx, Bronx
Eleanor M. Kraushaar.....	659	East 241st St.
Bertl C. Kraushaar.....	639	East 241st St.
Mrs. Franz.....	609	East 241st St.
P. Sanlfrank.....	637	E. 241st St.
Mrs. Chas. Haas.....	4719	Matilda Ave.
Mrs. G. L. Wilson.....	646	E. 241st St.
Adolph Hollreiser.....	637	E. 241st St.
Joseph Renkl.....	635	E. 241st St.
M. Spaziant.....	4634	Garden Place
P. Verrell.....	4636	Garden Place
G. A. Rueck, M. D.....	750	St. Quen Str. N. Y. C.
A. J. Kimmerbe.....	730	E. 242nd St.
C. Micco.....	731	E. 242nd St.
James Perito.....	4628	Garden Place
Antonio Perrotta.....	4626	Garden Place
Guiseppa Sant Ellice.....	4610	Garden Place
Antonio Lesio.....	4600	Garden Place
William Nili.....	4521	White Plains Road
Joseph R. Cirillo.....	4529	White Plains Road
Thomas Somis.....	4562	White Plains Ave.
George Leler.....	4608	Garden Place
George Leler, Jr.....	4608	Garden Place
Herman John Yaland.....	4603	Garden Place
Gaetano Vitello.....	4626	White Plains Ave.
Angell Perite.....	4638	White Plains Ave.
John N. Buckley.....	4576	White Plains Ave.
Jacob Tray.....	4576	White Plains Ave.
F. H. Cunningham.....	4523	White Plains Ave.
F. W. Ezzut.....	4729	Carpenter Ave. Bx.
M. Rotando.....	4653	White Plains Ave.
J. Holmes.....	4723	White Plains Ave.
Mary Ponkos.....	4727	White Plains Ave.
John H. Wright.....		White Plains Road
Moses Metz.....	735	Cranford Ave.
John Rossey, Jr.....	4577	Carpenter Ave.
George Schaefer.....	4505	White Plains Ave.
Eugene Raichfound.....	4525	White Plains Ave.
Lawrence Patelli.....	4598	Garden Place
Gottlich Schwelshardt.....	4598	Garden Place
James Lembo.....	4600	Garden Place
F. W. Eggert.....	4729	Carpenter Ave.
John H. Wright.....	4709	White Plains Ave.
Max Becker.....	4704	White Plains Ave.
P. Blaucci.....	4626	White Plains Ave.
F. Avruzece.....	4653	White Plains Ave.
James Butler, Inc.....	4707	White Plains Ave.



On October 7, 1919 the Commission made an order (see blank form of complaint order, page 155) directing that the matters above complained of be satisfied or that the charges be answered in writing by the Union Railway Company of New York City within ten days after service upon it of a certified copy of the complaint order and a copy of the complaint.

Application in writing dated October 17, 1919, having been made by the Union Railway Company of New York City for an extension of time within which to answer the above complaint, the Commission on October 21, 1919, made an order (see blank form of extension order, page 155) extending the time of the company within which to answer the said complaint to October 30, 1919.

On November 25, 1919, the Commission directed that a hearing be had in this matter on December 11, 1919. At the close of the year the case was pending.

**The Westchester Electric Railroad Company — Complaint of William W. Penfield *et al.*, as to failure to operate cars over its route in The Bronx from Fifth avenue along Boston road to Invermere, etc.**

Case No. 2424,  
Complaint Order  
Extension Order

This proceeding was begun upon complaint of William W. Penfield *et al.*, against the Westchester Electric Railroad Company, as follows:

New York, August 23, 1919

Hon. LEWIS NIXON,  
Commissioner of Public Service,  
First District,  
New York.

SIR:

The undersigned, residents of the former village of South Mount Vernon (Wakefield), now a part of the Borough of the Bronx (City of New York) desire to call your attention to the bold and deliberate violation by the Westchester Electric Railway Company (formerly the Mount Vernon and Westchester Railway Company) of three conditions of the franchise granted by the said village of South Mount Vernon to it.

**FIRST:** Discontinuing the operation of the part of its road in the former town of Eastchester (now a part of Bronx Borough, New York) extending from 5th Avenue, along Boston Road, down the Town Dock road to Invermere.

**SECOND:** Charging a fare of ten (10) cents, instead of five (5) cents, to Tuckahoe in the Town of Eastchester, Westchester County, New York, from South Mount Vernon.

**THIRD:** Neglecting and refusing to lay the necessary ties and rails on 19th Avenue (283rd street) and 20th Avenue (284th street) from White Plains road to the Bronx river and operate cars over said highways from 5:30 A. M. to 12:30 A. M.

It is respectfully asked that the said Mount Vernon and Eastchester Railway, now the Westchester Electric Railway Company, be ordered to resume at once the operation of cars on said Boston road and Town Dock road; to restore the rate of fare to five (5) cents from South Mount Vernon to Tuckahoe in said Town of Eastchester; and lay the necessary ties and rails on said 283rd and 284th streets and operate cars thereon as soon as the necessary material can be secured and the work done, in full compliance with the terms of its franchise.

Yours respectfully,

George Leler .....	4608	Garden Place
John Dewey, Jr. ....	4577	Carpenter Ave.
Moses Wazisky .....	735	Cranford Ave.
William W. Penfield .....	4523	White Plains Road
George Schaefer .....	4505	White Plains Ave.
E. Rudfeud .....	4525	White Plains Ave.
Lawrence Patella .....	4598	Garden Place
Gottlieb Schwellkardi .....	4598	Garden Place
James Lembo .....	4600	Garden Place
M. Spaziente .....	4636	Garden Place
P. Verrelli .....	4636	Garden Place
G. A. Rueck, M. D. ....	750	St. Quen St., N. Y. City
A. J. Kimmerle .....	730	East 242nd St.
B. Miccio .....	731	East 242nd St.
James Perito .....	4628	Garden Place
Antonio Perrotta .....	4626	Garden Pl.
Gulseppe Sant Ella .....	4610	Garden Pl.
Antonio Loubo .....	4600	Garden Pl.
Wilber Hill .....	4521	White Plains Road
Joseph Ceville .....	4529	White Plains Road
Thomas Solfo .....	4562	White Plains Road
George Leler, Jr. ....	4608	Garden Place
Herman John Wieland .....	4608	Garden Place

Gaetano Vitiello.....	4626 White Plains Ave.
Angelo Perito .....	4638 White Plains Ave.
John M. Buckley .....	4576 White Plains Ave.
Jacob Frey .....	4576 White Plains Ave.
F. H. Cunningham .....	4523 White Plains Ave.
Peter F. Herrmann.....	641 E. 241st Street
J. Acker .....	674 E. 240th Street
B. Shapiro .....	4577 Matilda Ave.
Paul Adumbert .....	685 East 241st St.
Geo. Schwasp .....	4752 Carpenter Ave.
Otto Boos .....	4438 Carpenter Ave.
William Sinn .....	603 East 241st St.
William F. Batro.....	4758 Matilda Ave.
Ed. Schmidt .....	601 E. 241st St.
P. Von Geisen.....	431 Matilda Ave.
A. Nartius .....	4566 Carpenter Ave.
Mr. William Hauser.....	4653 Carpenter Ave.
F. A. Dietz.....	4641 Richardson Ave.
Walter Stammers .....	4538 Carpenter Ave.
William C. Thiede .....	4745 Matilda Ave.
Antoinette Frans .....	639 East 241st St.
Louis Bernhard .....	4259 Carpenter Ave.
Edward M. Rothman .....	4257 Carpenter Ave.
Mrs. C. Gunther.....	4629 Bronx Boulevard
Eleanor M. Kraushaar.....	639 East 241st St.
B. C. Kraushaar.....	639 East 241st St.
Mrs. F. Frans.....	639 East 241st St.
P. Saalfrank .....	639 East 241st St.
Mrs. Chas. Haas .....	4719 Matilda Ave.
Mrs. G. L. Wilson.....	646 E. 241st St.
Adolph Hollreiss .....	637 E. 241st St.
Yosef Reukl .....	635 E. 241st St.

On October 7, 1919, the Commission made an order (see blank form of complaint order, page 155) directing that the matters above complained of be satisfied or that the charges be answered in writing by the Westchester Electric Railroad Company within ten days after service upon it of a certified copy of such order and a copy of the complaint.

Application in writing dated October 17, 1919, having been made by the Westchester Electric Railroad Company for an extension of time within which to answer the above complaint, the Commission on October 21, 1919, made an order (see blank form of extension order, page 155) extending the time of the company within which to answer the said complaint to October 30, 1919.

On November 25, 1919 the Commission directed that a hearing be had in this matter on December 11, 1919. At the close of the year this case was pending.

### Brooklyn City Railroad Company—Matter as to operation of lines

Case No. 2431.

Hearing Order  
Order Directing Through Operation on  
Flatbush Avenue Line  
Memorandum  
Order as to Single Fare  
Denial Order  
Order Directing Counsel to Commence  
Action in Supreme Court

This case was begun upon motion of the Commission to investigate matters as follows:

(1) Whether the Brooklyn City Railroad Company is doing any act or thing, or is omitting to do any act or thing, in violation of any provision of law or in violation of any order of the Commission.

(2) Whether the regulations, practices, equipment, appliances or service of said company in respect to the transportation of persons or property are unjust, unreasonable, unsafe, improper or inadequate.

(3) Whether the lines and property of said company are managed, conducted and operated so as to secure adequacy, security and accommodation and in compliance with all provisions of law, orders of the Commission and all franchise and charter requirements.

On October 28, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in these matters on October 30, 1919.

On October 31, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Hearing on motion of the COMMISSION as to the manner in which the lines of the BROOKLYN CITY RAILROAD COMPANY are operated, and in regard to any acts done or omitted to be done by it in violation of any provision of law, order of the Commission or of any franchise or charter requirement.

Case No. 2431.  
Order Directing Through  
Service  
October 31, 1919

The investigation ordered by the Commission in the above-entitled proceeding having come on for hearing on the 30th day of October, 1919, and it appearing to the satisfaction of the Commission that the regulations, practices, and services of the Brooklyn City Railroad Company, upon its Flatbush Avenue Line, in the First District in the State of New York are improper and inadequate in that the intervals between cars on said line between Nostrand Avenue and the Avenue "N" depot or car barn are excessive and of irregular duration, and that delays and irregularities in operation of cars on that part of said Flatbush Avenue Line between Nostrand Avenue and said Avenue "N" depot or car barn are caused, to some extent, by the present improper method of switching back cars at Nostrand Avenue, and that temporary changes in the regulations, practices and service of said company on said Flatbush Avenue Line should be made as herein provided.

It is ordered, That, pending the order and determination of this proceeding and the entry and service of a final order thereon:

(1) That said Brooklyn City Railroad Company shall operate a through service of cars on said Flatbush Avenue Line, beginning at its Avenue "N" depot or car barn, on the east, and running through, without change, to the terminals of said Flatbush Avenue Line, at Atlantic Avenue, to the terminals of said Flatbush Avenue Line, at Atlantic Avenue, Borough Hall and Park Row, on the west, and in the reverse direction running through, without change, from said terminals on the west to said Avenue "N" depot or car barn, on the east, according to the schedule filed by the Brooklyn Heights Railroad Company in the office of the Public Service Commission in effect June 19, 1919, and numbered 3392.

(2) That nothing herein contained shall prejudice or affect the rights of the Brooklyn City Railroad Company to charge such rates of fare as it is now legally permitted to do; nor to prejudice the rights of The City of New York or the people of the district, through which such cars operate; nor to prejudice the rights of the Public Service Commission to regulate such rates of fare, if it be legally permitted to do so, in the future.

(3) That said Brooklyn City Railroad Company notify this Commission on or before the 3rd day of November, 1919, whether the terms of this order are accepted and will be obeyed.

On November 19, 1919, the Commission filed a memorandum (10 P. S. C. R. [1st Dist. N. Y.] 135) and pursuant thereto made an order, as follows:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION as to the manner in which the lines of the BROOKLYN CITY RAILROAD COMPANY are operated, and in regard to any acts done or omitted to be done by it in violation of any provision of law, order of the Commission or of any franchise or charter requirement.

Case No. 2431.  
Order  
November 19, 1919

A hearing having been duly had by and before the Commission in the above-entitled matter on the 30th day of October 1919, and on the 5th and 7th days of November, 1919, Honorable Lewis Nixon, Commissioner, presiding, Terence Farley, Esq., appearing for the Commission, William P. Burr, Esq., Corporation Counsel, appearing for The City of New York, Messrs. Cullen & Dykman appearing for the Brooklyn City Railroad Company and Joseph J. Hood, Esq., appearing for the Flatlands Civic Association; and the Commission being of the opinion after said hearing that the Brooklyn City Railroad Company is at present acting in violation of law in charging and collecting more than a single fare of (5) cents for one continuous ride on its Flatbush Avenue Line in the City of New York,

*Now, therefore, it is*

**Ordered,** That the Brooklyn City Railroad Company forthwith comply with the law by charging and collecting not more than a single fare of five (5) cents from any passenger for one continuous ride from any point on its Flatbush Avenue Line to any other point thereon within the limits of the City of New York.

On November 21, 1919, the Commission made the following order:

**IN THE MATTER**

**OF THE**

Hearing on motion of the COMMISSION as to the manner in which the lines of the BROOKLYN CITY RAILROAD COMPANY are operated, and in regard to any acts done or omitted to be done by it in violation of any provision of law, order of the Commission, or of any franchise or charter requirement.

Case No. 2431  
Order Denying Application  
for Rehearing  
November 21, 1919

An order having been made herein on November 19, 1919, directing and requiring the Brooklyn City Railroad Company to comply with the law in respect of the amount charged for transportation, and the number of fares collected on said Company's Flatbush Avenue Line, and said company having now by petition, dated and verified November 20, 1919, made application to the Commission for a rehearing in respect of the matters determined in and by said order of November 19, 1919, and the Commission being of the opinion that sufficient reason for a rehearing has not been made to appear,

*Now, therefore, it is*

**Ordered,** That said application of the Brooklyn City Railroad Company for a rehearing in respect of the matters determined in and by said order of the Commission dated November 19, 1919, be and the same hereby is in all things denied.

On November 25, 1919, the Commission again made an order in this case as follows:

**IN THE MATTER**

**OF THE**

Hearing on the motion of the COMMISSION as to the manner in which the lines of the BROOKLYN CITY RAILROAD COMPANY are operated, and in regard to any acts done or omitted to be done by it in violation of any provision of law, order of the Commission or of any franchise or charter requirement.

Case No. 2431,  
November 25, 1919

An order having been duly made by the Commission on or about November 19, 1919, directing and requiring the Brooklyn City Railroad Company forthwith to comply with the law by charging and collecting not more than a single fare of five (5) cents from one passenger for one continuous ride from any point on its Flatbush Avenue Line to any other point thereon within the limits of the City of New York; and the Commission being of the opinion that said The Brooklyn City Railroad Company is failing or omitting and is about to fail or omit to comply in any respect with the requirements of said order; and said Company having definitely and positively refused to comply with the requirements of said order,

*Now, therefore, it is*

**Ordered,** That counsel to this Commission be and hereby is directed to commence an action or proceeding in the Supreme Court of the State of New York in the name of the Commission for the purpose of having such violations and threatened violations stopped and prevented either by mandamus or injunction, as provided in Section 57 of the Public Service Commissions Law.

## MATTERS RELATING MAINLY TO SERVICE

**New York Consolidated Railroad Company and The New York Municipal Railway Corporation**—Service, etc., in respect to transportation of passengers on subway and elevated lines

Case No. 2348,  
Resolution Making Receiver Party to Proceeding  
Discontinuance Order

This proceeding was begun upon motion of the Commission, in 1918, to inquire and determine as to the improvement in and addition to the service, equipment, tracks, structures, etc., of the New York Consolidated Railroad Company and

the New York Municipal Railway Corporation, in respect to the transportation of passengers on their subway and elevated lines. Hearings were held on December 10, 1918, and certain adjourned days to and including August 14, 1919. On January 7, 1919, the Commission adopted a resolution making Lindley M. Garrison, as Receiver of the above-named companies, party to this proceeding. On September 12, 1919, the Commission made an order discontinuing this case.

**Long Island Electric Railway Company — Service and equipment on Jamaica-Far Rockaway Division**

Case No. 1324,  
Denial Order

This proceeding was begun upon motion of the Commission in 1911, on the question of improvements in service and equipment on the Jamaica-Far Rockaway Division of the company. (See Volume I, Annual Report of the Commission for 1911, page 376.)

On January 14, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE

Hearing on the motion of the COMMISSION on the question of repairs, improvements, changes and additions in and to the regulations, practices, equipment and service of the LONG ISLAND ELECTRIC RAILWAY COMPANY on its Jamaica-Far Rockaway Division.

Case No. 1324,  
Order Denying Suspension  
of Final Order  
January 14, 1919

A final order having been duly made in the above-entitled matter on March 31, 1911, directing the Long Island Electric Railway Company to operate daily, except Sundays and holidays, between the Jamaica Terminal and Farmers Avenue, on its Jamaica-Far Rockaway Division, cars in both directions on a ten-minute interval from 6:00 A. M. to 9:00 A. M. and from 5:00 P. M. to 7:00 P. M., and said Long Island Electric Railway Company having made application in writing dated December 28, 1918, asking permission to discontinue such operation until April 15, 1919; and the Commission having made investigation and being of opinion that said final order should not now be suspended; it is

*Ordered*, That the above-mentioned application of the Long Island Electric Railway Company be and the same hereby is denied.

**Brooklyn Heights Railroad Company, The Brooklyn, Queens County and Suburban, Railroad Company, The Coney Island and Gravesend Railway Company, The Coney Island and Brooklyn Railroad Company, The Nassau Electric Railroad Company, The South Brooklyn Railway Company and the Bridge Operating Company—Additional surface cars**

Case No. 2097,  
Approval Resolutions  
Superseding Resolution

On January 14, 1919, the Commission in this case adopted the following resolution:

IN THE MATTER  
OF THE

Hearing on the motion of the COMMISSION on the question whether THE BROOKLYN HEIGHTS RAILROAD COMPANY, THE BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY, THE CONEY ISLAND AND GRAVESEND RAILWAY COMPANY, THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY, THE NASSAU ELECTRIC RAILROAD COMPANY, THE SOUTH BROOKLYN RAILWAY COMPANY and the BRIDGE OPERATING COMPANY should be required to purchase or provide additional surface cars.

Case No. 2097,  
Second Resolution Approving  
Plans and Specifications  
January 14, 1919

*Whereas*, The Commission on February 8, 1917, duly made an order in this case directing The Brooklyn Heights Railroad Company, The Brooklyn, Queens County

and Suburban Railroad Company, The Coney Island and Brooklyn Railroad Company and The Nassau Electric Railroad Company to purchase or provide and place in service 250 additional cars and to submit to the Commission for its approval plans and specifications of such cars; and

*Whereas*, Said companies thereafter submitted to the Commission certain plans and specifications which were approved by the Commission on September 14, 1917, but failed and neglected further to comply with the requirements of said order except that said companies placed an order with the Jewett Manufacturing Company for the purchase of bodies for 50 trailer cars of the low-level center-entrance type, which car bodies, however, were not delivered, and thereafter, as a result of proceedings duly had in the Supreme Court of the State of New York, writs of mandamus were duly issued out of and under the seal of said Court on or about December 19, 1918, requiring said companies to comply with the requirements of said order of the Commission dated February 8, 1917; and

*Whereas*, In and by said writs of mandamus it was further provided that 100 of said cars in the aggregate should be of the low-level center-entrance type of trailer cars, 50 of which in the aggregate were stated in said writs to have been theretofore ordered from the Jewett Manufacturing Company, but it now appears that only the car bodies for said 50 cars had been so ordered; and

*Whereas*, In and by said writs of mandamus it was further provided that certain additional plans and specifications of cars to be purchased should be submitted to the Commission for its approval; and

*Whereas*, Said companies by letter, dated December 27, 1918, signed by John J. Dempsey, Vice-President, have submitted to the Commission certain plans and specifications hereinafter described, and have requested the approval thereof by the Commission; and

*Whereas*, The Commission has examined the said plans and specifications and is of the opinion that the plans and specifications as enumerated below should be approved,

*Resolved*, That the following described plans and specifications so submitted by the said companies be and the same hereby are approved:

1. Specifications for semi-steel bodies fully equipped for 50 center-entrance surface passenger trailer cars, dated December 18, 1918:

- Drawing No. 5912 — Details of Anti-Telescoping Plate.  
 5928 — C General outline and dimensions of doors.  
 5946 — A General location of door track supports.  
 6008 — A Details of screen for door.  
 6340 — Details of rope for closing exit door.  
 6342 — Showing piping layout.  
 5327 — A Details of smoking sign.  
 6020 — B Details of notice frame.  
 6025 — A Details of car record holder.  
 6028 — B Details of screen for side sash.  
 6038 — D Details of receptacle for car literature.  
 6334 — Details of lock for folding pit seats.  
 5905 — B Details of bolster.  
 5959 — Details of threshold plates.  
 5965 — B Details of sash.  
 6339 — Details of draw bar link receptacle.  
 6325 — General plan of seating arrangement and side elevation.  
 5934 }  
 5935 } — General outline of boxes for destination signs.  
 5952 — Details of platform folding seat.  
 5954 — Details of center-door locking device.  
 5964 — Details of sash.  
 5918 — A Showing motorman's door opening.  
 6333 — B Showing details of railings, stanchions and fittings.  
 6345 — Showing details of conductor's pedestal.  
 6350 — Showing wiring diagram.  
 6351 — Showing details of draw bar installation.  
 SK-X — 389 Showing details of switchboard.  
 5949 — Details of threshold plate.  
 SK-X — 385 Details of switchboard box.  
 6327 — Details of body framing.  
 6350 — B Details of under frame.  
 6343 — Showing brake rigging details.

2. Specifications for trailer trucks for 100 center-entrance surface passenger trailer cars, dated December 20, 1918:

- Drawing No. 5380 — Surface Pony Brake-shoe.  
 5535 — 21" & 22" Solid Steel Wheel  
 6349 — Check Plate.  
 6348 — Journal Bearings.  
 6346 — Axle.  
 5476 — Brake-shoe Keys.  
 5905 — Bolster.  
 6330 — Under frame — Semi-steel car.

On January 28, 1919, the Commission adopted the following resolution:

**CASE No. 2097, SECOND RESOLUTION APPROVING PLANS AND SPECIFICATIONS**  
(Superseding Resolution Adopted January 14, 1919)  
(January 28, 1919)

*Whereas*, The Commission on February 8, 1917, duly made an order in this case directing The Brooklyn Heights Railroad Company, The Brooklyn, Queens County and Suburban Railroad Company, The Coney Island and Brooklyn Railroad Company and The Nassau Electric Railroad Company to purchase or provide and place in service 250 additional cars and to submit to the Commission for its approval plans and specifications of such cars; and

*Whereas*, Said companies thereafter submitted to the Commission certain plans and specifications which were approved by the Commission on September 14, 1917, but failed and neglected further to comply with the requirements of said order, except that said companies placed an order for 50 trailer cars of the low-level center-entrance type, which cars, however, were not delivered; and thereafter, as a result of proceedings duly had in the Supreme Court of the State of New York, writs of mandamus were duly issued out of and under the seal of said Court requiring said companies to comply with the requirements of said order of the Commission, dated February 8, 1917; and

*Whereas*, In and by said writs of mandamus it was further provided that 100 of said cars in the aggregate should be of the low-level center-entrance type of trailer cars, 50 of which in the aggregate had theretofore been ordered; and

*Whereas*, In and by said writs of mandamus it was further provided that certain additional plans and specifications of cars to be purchased should be submitted to the Commission for its approval; and

*Whereas*, Said companies by letter, dated December 27, 1918, signed by John J. Dempsey, Vice-President, have submitted to the Commission certain plans and specifications hereinafter described, and have requested the approval thereof by the Commission; and

*Whereas*, The Commission has examined the said plans and specifications and is of the opinion that the plans and specifications as enumerated below should be approved.

*Resolved*, That the following described plans and specifications so submitted by the said companies be and the same hereby are approved:

1. Specifications for semi-steel bodies fully equipped for 50 center-entrance surface passenger trailer cars, dated December 18, 1918:

- Drawing No. 5912 — Details of anti-telescoping plate.
- 5928 — C General outline and dimensions of doors.
- 5946 — A General location of door track supports.
- 6008 — A Details of screen for door.
- 6340 — Details of rope for closing exit door.
- 6342 — Showing piping layout.
- 5327 — A Details of smoking sign.
- 6020 — B Details of notice frame.
- 6025 — A Details of car record holder.
- 6028 — B Details of screen for side sash.
- 6038 — D Details of receptacle for car literature.
- 6334 — Details of lock for folding pit seats.
- 5905 — B Details of bolster.
- 5959 — Details of threshold plates.
- 5965 — B Details of sash.
- 6339 — Details of draw bar link receptacle.
- 6325 — General plan of seating arrangement and side elevation.
- 5934 } — General outline of boxes for destination signs.
- 5935 }
- 5952 — Details of platform folding seat.
- 5954 — Details of center door locking device.
- 5964 — Details of sash.
- 5918 — A Showing motorman's door opening.
- 6333 — B Showing details of railings, stanchions and fittings.
- 6345 — Showing details of conductor's pedestal.
- 6350 — Showing wire diagram.
- 6351 — Showing details of draw bar installation.
- SK-X — 389 Showing details of switchboard.
- 5949 — Details of threshold plate.
- SK-X — 385 — Details of switchboard box.
- 6327 — Details of body framing.
- 6330 — B Details of under frame.
- 6343 — Showing brake rigging details.

2. Specifications for 100 trailer trucks for center-entrance surface passenger trailer cars, dated December 20, 1918:

- Drawing No. 5330 — Surface pony brake-shoe.
- 5535 — 21" & 22" solid steel wheel.
- 6349 — Check plate.
- 6348 — Journal bearings.
- 6346 — Axle.
- 5476 — Brake-shoe keys.
- 5905 — Bolster.
- 6330 — Under frame — semi-steel car.

*Resolved further*, That this resolution shall supersede the approval resolution adopted herein on January 14, 1919, which resolution of January 14, 1919, is hereby abrogated.

On April 29, 1919, the Commission adopted the following resolution:

CASE NO. 2097, THIRD RESOLUTION APPROVING PLANS AND SPECIFICATIONS

(April 29, 1919)

*Whereas*, The Commission on February 8, 1917, duly made an order in this case directing The Brooklyn Heights Railroad Company, The Brooklyn, Queens County and Suburban Railroad Company, The Coney Island and Brooklyn Railroad Company and The Nassau Electric Railroad Company to purchase or provide and place in service 250 additional cars and to submit to the Commission, for its approval, plans and specifications of such cars; and

*Whereas*, Said companies thereafter submitted to the Commission certain plans and specifications which were approved by the Commission on September 14, 1917, but failed and neglected further to comply with the requirements of said order, except that said companies placed an order with the Jewett Manufacturing Company for the purchase of bodies for 50 trailer cars of the low-level center-entrance type, which car bodies, however, were not delivered, and thereafter, as a result of proceedings duly had in the Supreme Court of the State of New York, writs of mandamus were duly issued out of and under the seal of said Court on or about December 19, 1918, requiring said companies to comply with the requirements of said order of the Commission, dated February 8, 1917; and

*Whereas*, By resolution of January 14, 1919, this Commission approved certain plans and specifications for center-entrance cars and said companies have reported to the Commission that they have placed orders for the 100 low-level center-entrance cars required to be purchased under said writs of mandamus; and

*Whereas*, In and by said writs of mandamus it is further provided that as to the remainder of the said 250 cars also to be purchased or provided, to wit, 150 cars, the said companies should, on or before February 1, 1919, submit to the Commission, for its approval, full and complete plans and specifications showing the type of cars said companies desire that the Commission should approve and authorize it to purchase, and that, in the event of the failure of the Commission to approve such plans and specifications, the company should, within thirty (30) days after such disapproval, order 150 low-level center-entrance type cars all as in said writs of mandamus more particularly specified; and

*Whereas*, Said companies by letter, dated January 31, 1919, signed by J. J. Dempsey, Vice-president, have submitted to the Commission certain plans and specifications hereinafter described, for the said 150 additional cars to be purchased by the said companies known as single-truck safety surface passenger cars, and have requested the approval thereof by the Commission; and

*Whereas*, The Commission has examined the said plans and specifications and is of the opinion that the plans and specifications as enumerated below and as amended by letter of J. J. Dempsey, dated April 24, 1919, should be approved, subject, however, to the condition hereinafter expressed;

*Resolved*, That the following described plans and specifications so submitted by the said companies as amended by said letter of J. J. Dempsey, dated April 24, 1919, and now submitted to the Commission be and the same hereby are approved:

1. Specification for single-truck safety surface passenger motor car with blue-print drawing annexed thereto.
2. Specification for electric railway motor for single-truck safety surface passenger car.
3. Specification for electric car control for single-truck safety surface passenger car.
4. Specification for air-brake equipment for single-truck safety surface passenger motor car.

*Resolved, further*, That this approval is subject to the express condition that the said companies will purchase 50 cars of the same type as provided for in the said plans and specifications in addition to the 150 cars to be purchased by the said companies pursuant to said writs of mandamus and that all of said 200 cars shall be completed and be placed in service before the first Monday of November, 1919; and that all of said cars shall be essentially similar to car No. 843 inspected by engineers of the Commission on February 7, 1919.

*Further resolved*, That said companies notify the Commission in writing, within three days after the adoption of this resolution, whether the conditions hereby imposed are accepted by the said companies; and

*Resolved further*, That if the said companies do not notify the Commission of the acceptance of the said conditions hereinbefore imposed within the time specified above, that the said application for the approval of the said plans and specifications as submitted be denied and that the said companies be notified in writing to that effect by the Secretary of this Commission as provided in said writs of mandamus.

(For the order of February 8, 1917, see Appendix A to Volume I, Annual Report of the Commission for 1917, page 160.)



**Interborough Rapid Transit Company — Complaint of Julius H. Haas *et al.*, concerning express service on Second and Third Avenue elevated lines and storage of cars on express tracks**

Case No. 2131,  
Extension Order

Application in writing, dated January 22, 1919, having been made by the Interborough Rapid Transit Company requesting a further extension of time within which to complete the construction and installation of, and provide for use, additional crossovers at or near Canal Street and Chatham Square on its Third Avenue Elevated Line, as required by the order of this Commission made in the above-entitled proceeding on February 20, 1918, the Commission, on February 8, 1919, issued an order (see blank form of extension order, page 185) granting an extension to March 1, 1919. (For the order of February 20, 1918, see Volume I, Annual Report of the Commission for 1918, page 614.)

**The Long Island Railroad Company — Service, equipment, etc. (Bushwick Branch of the Montauk Division)**

Case No. 2360,  
Hearing Resolution  
Opinion  
Denial Order

This proceeding was begun upon motion of the Commission with regard to the regulations, practices, equipment, appliances and service of the Long Island Railroad Company and its compliance with all provisions of law, orders of the Commission, and franchises and charter requirements, more particularly with respect to the Bushwick Branch of its Montauk Division.

On March 11, 1919, the Commission adopted a resolution directing that a hearing be had in the matter on March 19, 1919. A hearing was held on that date and on April 2, 1919.

On April 9, 1919, the General Solicitor of the United States Railroad Administration, on behalf of the Long Island Railroad filed with the Commission a memorandum which was in substance an application for permission of the Commission to discontinue passenger service on the Bushwick Branch of that company.

On April 22, 1919, the Commission approved an opinion (10 P. S. C. B. [1st Dist. N. Y.] 65), rendered by Commissioner Kracke, recommending the denial of the company's request for permission to discontinue its service, as described above, and the discontinuance of this proceeding, and, pursuant thereto, adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION with regard to the regulations, practices, equipment, appliances, and service of THE LONG ISLAND RAILROAD COMPANY and its compliance with all provisions of law, orders of the Commission and franchises and charter requirements.

Case No. 2360,  
Order Denying Application  
and Discontinuing the  
Proceeding.

April 22, 1919

The above-entitled proceeding having been instituted for the purpose, among others, of considering the application of The Long Island Railroad Company for permission to discontinue its passenger service on the Bushwick Branch of its Montauk Division, from Fresh Pond to Bushwick; and the proceeding having regularly come on for hearing, and the company having appeared; and hearings having been duly held on March 19, 1919, and on April 2, 1919; and the said hearings having been closed on April 2, 1919; and due deliberation having been had, it is *Ordered*, That the said application of The Long Island Railroad Company be, and it is hereby denied, and that this proceeding be and it hereby is discontinued.

**New York Consolidated Railroad Company, South Brooklyn Railway Company  
— Service, etc., on Culver Line**

**Case No. 2332,  
Suspension and Hearing Order  
Further Suspension Order**

On March 15, 1919, the Commission in this case adopted the following order:

**IN THE MATTER**

**OF THE**

Hearing on the motion of the COMMISSION on the question of Equipment, Regulations and Practices of the **NEW YORK CONSOLIDATED RAILROAD COMPANY** and the **SOUTH BROOKLYN RAILWAY COMPANY** in respect to the Transportation of Passengers on the Culver Line.

**Case No. 2332,  
Order Suspending Order of  
November 29, 1918, as  
Amended  
March 15, 1919**

An order having been made in this proceeding on November 29, 1918, in respect to the regulations, practices and service of the New York Consolidated Railroad Company and the South Brooklyn Railway Company on the Culver Line, which said order was amended by order adopted on December 3, 1918; and the Commission being now in receipt of a communication dated March 5, 1919 from John J. Dempsey, Traffic Manager for Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company, announcing that on March 16, 1919 certain changes in the operation of the Culver Line will be inaugurated and requesting the abrogation or modification of said order, as amended; and the Commission being of the opinion, in view of such changed operation that said order of November 29, 1918, as amended, should be suspended as hereinafter provided,

**Ordered,**

(1) That said order of November 29, 1918, as amended by order dated December 3, 1918, be and the same hereby is suspended for and during the period from March 16, 1919, to and including April 15, 1919.

(2) That on the 10th day of April, 1919, at 2:30 o'clock in the afternoon, a further hearing will be held herein for the purpose of determining whether a further suspension of said order, as amended, will be made or whether the said order, as amended, shall be abrogated, changed or modified, such hearing to be had at the rooms of the Commission, No. 49 Lafayette Street, Borough of Manhattan, New York City.

(3) That this order is without prejudice to the right of the Commission at any time after March 16, 1919, either in this proceeding or in a new proceeding, to institute hearings concerning such changed operation, with a view to taking such action in regard thereto as the facts may justify.

(4) That this order shall be served upon the New York Consolidated Railroad Company and the South Brooklyn Railway Company, and also upon Lindley M. Garrison, as Receiver of the New York Consolidated Railroad Company, in the manner provided in Section 23 of the Public Service Commissions Law; and said Receiver is hereby notified of the hearing of April 10, 1919, hereinbefore provided for, and that on such hearing the Commission probably will desire to join him formally as a party to the proceeding.

On April 14, 1919, the Commission adopted the following order:

**IN THE MATTER**

**OF THE**

Hearing on the motion of the COMMISSION on the question of Equipment, Regulations and Practices of the **NEW YORK CONSOLIDATED RAILROAD COMPANY** and the **SOUTH BROOKLYN RAILWAY COMPANY** in respect to the Transportation of Passengers on the Culver Line.

**Case No. 2332,  
Second Order Suspending  
Order of November 29,  
1918, as Amended  
April 14, 1919**

An order having been made in this proceeding on November 29, 1918, in respect to the regulations, practices and service of the New York Consolidated Railroad Company and the South Brooklyn Railway Company on the Culver Line, which said order was amended by order adopted on December 3, 1918; and the Commission having, on or about March 5, 1919, received a communication, dated on that day, from John J. Dempsey, traffic manager for Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company, announcing that on March 16, 1919, certain changes in the operation of the Culver Line would be inaugurated and requesting the abrogation or modification of said order, as amended; and the Commission having been of the opinion, in view of such changed operation, that

said order of November 29, 1918, as amended, should be temporarily suspended, and having therefore made an order, on March 15, 1919, suspending said order, as amended, for and during the period from March 16, 1919, to and including April 15, 1919, and directing that a hearing be had on April 10, 1919, for the purpose of determining whether a further suspension should be granted or whether said order, as amended, should be abrogated, changed or modified; and such hearing having been had; and the Commission being of the opinion after said hearing that a further suspension should be granted as hereinafter provided,

**Ordered,**

(1) That said order of November 29, 1918, as amended by order dated December 8, 1918, be and the same hereby is suspended pending further action by the Commission.

(2) That this order is without prejudice to the right of the Commission at any time after April 15, 1919, either in this proceeding or in a new proceeding, to institute hearings concerning such changed operation with a view to taking such action in regard thereto as the facts may justify.

(For the orders of 1918, see Volume I, Annual Report of the Commission for 1918, page 636.)

**New York Consolidated Railroad Company and The Long Island Railroad Company — Service on the Rockaway Beach Line**

**Case No. 2197,  
Discontinuance Order**

On March 26, 1919, the Commission in this case adopted the following order:

**IN THE MATTER**

**OF THE**

Hearing on the motion of the COMMISSION concerning the regulations, practices, service and equipment of the NEW YORK CONSOLIDATED RAILROAD COMPANY and THE LONG ISLAND RAILROAD COMPANY on the Rockaway Beach Line.

**Case No. 2197,  
Order Discontinuing Pro-  
ceeding  
March 26, 1919**

A hearing having been duly had in this proceeding on April 16, 1917, C. L. Addison appearing for The Long Island Railroad Company, D. A. Marsh and John J. Dempsey appearing for the New York Consolidated Railroad Company, and H. M. Chamberlain, Assistant Counsel for the Commission, attending; and the Commission being of the opinion that no order should be made in this proceeding at the present time, it is

**Ordered,** That the above-entitled proceeding be and the same hereby is discontinued, without prejudice to any new or further proceeding in regard to the service and equipment of the New York Consolidated Railroad Company and The Long Island Railroad Company used or to be used in joint service on the Rockaway Beach Line when same should be resumed.

**Gas and Electrical Corporations — Service beyond the 100 feet referred to in Section 62 of the Transportation Corporations Law**

**Case No. 2187,  
Opinion  
Final Order  
Extension Orders  
Denial Order**

This proceeding was begun upon motion of the Commission in 1916. (See Appendix A to Volume I, Annual Report of the Commission for 1916, page 104.)

On March 31, 1919, the Commission adopted an opinion (10 P. S. C. R. [1st Dist. N. Y.] 32), rendered by Commissioner Whitney, recommending the adoption of an order requiring the filing and posting by gas and electric companies of a schedule or supplement setting forth the rules or regulations governing applica-

tions for extensions beyond the 100 foot limit, and pursuant thereto the following order:

IN THE MATTER

OF THE

Hearing on motion of the COMMISSION concerning the furnishing of gas and electric current beyond the 100 feet referred to in Section 62 of the Transportation Corporations Law, and the filing and posting of a service provision, rider or form of contract in respect thereto

Case No. 2157,  
Final Order  
March 31, 1919

ALL GAS AND ELECTRIC CORPORATIONS

A hearing having been held in the above-entitled matter by and before the Commission at which Hon. Travis H. Whitney, Commissioner, presided, and M. H. Spear, Esq., appearing for the New York and Queens Gas Company, Ray Palmer, Esq., appearing for the New York & Queens Electric Light and Power Company, Stuart Wilder, Esq., and William J. Clark, Esq., appearing for the Westchester Lighting Company, Shearman & Sterling, appearing for the Consolidated Company and others, by P. F. W. Ruther, Esq., of Counsel, W. R. Addicks, Esq., appearing for the Consolidated Gas Company and others; Robert A. Carter, Esq., appearing for the New York and Queens Electric Light and Power Company, and others; John W. Lieb, Esq., and A. A. Pope, Esq., appearing for the New York Edison Company; Messrs. Culler & Dyckman, appearing for the Brooklyn Union Gas Company, Newtown Gas Company, Flatbush Gas Company, Richmond Hill & Queens County Gas Company, and the Woodhaven Gas Company, by J. A. Dyckman, Esq., of Counsel; E. H. Rosenquest, Esq., appearing for the Bronx Gas & Electric Company, William J. Welsh, Esq., appearing for the New York & Richmond Gas Company, Carleton Macy, Esq., President, Queens Borough Gas & Electric Company; W. G. Hoyt, Esq., appearing for the Standard Gas Light Company of the City of New York; H. J. Dillon, Esq., appearing for the Brooklyn Borough Gas Company; Henry F. J. Ehlert, Esq., appearing for the Richmond Hill Civic Association and E. J. Crummey, Esq., Assistant Counsel to the Commission, attending, it is

*Ordered*, That within thirty (30) days from the date of this order every gas corporation and every electric corporation within the jurisdiction of this Commission shall issue, file and post a schedule or supplement, in the form and manner prescribed by the Commission, showing all charges made, established or enforced, or to be charged or enforced, all forms of contract or agreement, and all its rules and regulations under and in accordance with which it will make extensions of wires, poles, lines, conduits and ducts beyond one hundred (100) feet of any main laid down by any such gas corporation or beyond one hundred (100) feet of the wires of any such electric corporation.

*Further ordered*, That within seven (7) days from the date of its execution and delivery by it every such gas corporation and electric corporation shall file a copy of every contract entered into by it for the making of any extension hereinbefore described; and it is

*Further ordered*, That this order shall take effect forthwith and shall continue in force until changed or abrogated, and it is

*Further ordered*, That within ten (10) days after the service upon it of this order, every gas corporation and every electric corporation within the jurisdiction of this Commission shall notify the Commission whether this order is accepted and will be obeyed.

Applications having been made by the New York Edison Company and Brooklyn Edison Company, Inc., in writing, dated April 8, 1918, for an extension of time within which to notify the Commission whether the terms of the above order were accepted and would be obeyed, the Commission on April 10, 14 and 21, 1919, issued orders (see blank form of extension order, page 155) granting extensions to April 17 and 21, 1919, and May 31, 1919, respectively.

On April 24, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on motion of the COMMISSION concerning the furnishing of gas and electric current beyond the 100 feet referred to in Section 62 of the Transportation Corporations Law, and the filing and posting of a service provision, rider or form of contract in respect thereto

Case No. 2157,  
Denial Order  
April 24, 1919

ALL GAS AND ELECTRIC CORPORATIONS

An order having been made in the above-entitled matter on March 31, 1919, directing every gas corporation and every electric corporation within the jurisdiction of the Commission to issue, file and post schedules or supplements showing charges with respect to extensions of service beyond the 100 feet referred to in Section 62 of the Transportation Corporations Law, and applications in writing, dated April 8, 1919, and April 21, 1919, having been made by the New York Edison Company, the Brooklyn Edison Company, Inc., the Consolidated Gas Company of New York, the New York and Queens Electric Light and Power Company, the New York and Queens Gas Company, the Central Union Gas Company, the Northern Union Gas Company, the New Amsterdam Gas Company, the East River Gas Company, the Standard Gas Light Company, the New York Mutual Gas Light Company, the Westchester Lighting Company and the United Electric Light and Power Company for a modification of said order, with respect to the provision requiring the filing of copies of every contract made by said companies for the making of any extension beyond said 100 feet, and the Commission being of the opinion that sufficient reason for the granting of said applications has not been made to appear, it is

*Ordered*, That said applications be and the same hereby are in every respect denied.

The Brooklyn Heights Railroad Company, Brooklyn, Queens County & Suburban Railroad Company, Coney Island and Gravesend Railway Company, The Coney Island and Brooklyn Railroad Company, The Nassau Electric Railroad Company — Regulations, practices and service on their respective lines of street surface railroad

Case No. 1880,  
Modifying Order  
Superseding Order

On April 14, 1919, the Commission in this case adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and service of THE BROOKLYN HEIGHTS RAILROAD COMPANY, BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY, CONEY ISLAND AND GRAVESEND RAILWAY COMPANY, THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY AND THE NASSAU ELECTRIC RAILROAD COMPANY on their respective lines of street surface railroad

Case No. 1880,  
Order Modifying Order  
"A" as Amended  
April 14, 1919

Standards and schedules of service

An order having been duly made in this proceeding on March 4, 1918, and amended on May 7, 1918, designated order "A," directing and requiring The Brooklyn Heights Railroad Company, Brooklyn, Queens County and Suburban Railroad Company, Coney Island and Gravesend Railway Company, The Coney Island and Brooklyn Railroad Company and The Nassau Electric Railroad Company to establish, file, observe and maintain definite schedules representing standards of adequate service on the various lines operated by said companies respectively; and the said companies having established and filed certain schedules pursuant to the provisions of said order as amended; and said companies having made application

to the Commission under date of February 17, 1919, for a modification of said order of March 4, 1918, as amended on May 7, 1918; and the Commission having considered the request of said companies, in the light of the evidence adduced in this proceeding, and being of the opinion that paragraphs III and IV of said order of March 4, 1918, as amended on May 7, 1918, should be changed and modified so that the requirements thereof shall be as hereinafter stated:

*Ordered,*

(1) That Paragraphs III and IV of the order of the Commission herein, dated March 4, 1918, and amended on May 7, 1918, designated Order "A", be and they hereby are respectively amended and modified so as to read as follows:

III. Display in a conspicuous place within and upon the side or at the end of each car operated pursuant to a schedule filed with the Commission pursuant to this Order, a suitable time-table substantially in the form annexed to and made a part of this order, marked Exhibit "B", showing the headway and service which the said company is required to maintain and operate upon such line, during the respective hours of the day and night, under the schedule, supplements or modifications at the time on file as to such line or lines; and each car operated on such line in addition to the cars provided for by such schedule, supplements or modifications, and which does not have displayed therein such time-table, shall have a sign displayed on the inside or the outside of the car, in a conspicuous place, indicating that such car is operated extra or in addition to the cars shown on such schedule. Each such time-table prepared subsequent to April 15, 1919, shall be denominated "Standard Time-table of Week-Day Operation" and shall have appended thereto the following statement:

"The service shown on this time-table may be supplemented but not reduced without the permission of the Public Service Commission."

IV. At any time after the filing of the original schedules, any company may file with this Commission, at least five (5) days in advance of their effective dates, unless the Commission shall by order or special permission approve a lesser time, amended or substituted schedules or supplements thereto, showing changes which the company desires to make with respect to any of the matters in the filed schedules specified in paragraph I hereof, and which are not inconsistent with any order of the Commission, and said companies shall (unless specially exempted) prepare and file with the Commission such amended or substituted schedules or supplements whenever any substantial change in service is intended, such as the change from winter service to summer service and the change from summer service to winter service; and unless otherwise ordered by the Commission after hearing, such amended or substituted schedules or supplements shall go into and be and continue in effect until further changed as provided in this paragraph or by order of the Commission after hearing. Provided, however, that nothing contained in this order, or done by any company in pursuance thereof, shall be or be construed to be in derogation of or in substitution for the duty of such company to provide reasonable and adequate service and operate a sufficient number of cars therefor at all times on each of its lines, by running cars or affording service, as needed, in excess of the requirements of the said schedules and supplements at the time in force as to such line or lines, or otherwise; and nothing contained in this order, or done by any company in pursuance thereof, shall be construed to prevent any of the said companies from operating at any time on any lines any cars or service in addition to those set forth in the said schedules and supplements at the time in force as to such line or lines. Any schedule or statement of any such additional service that may be prepared by any such company need not be formally filed with the Commission, but a copy thereof shall immediately after its preparation be furnished to the Chief of the Transit Bureau of the Commission for his information and use. Any such schedule or statement not intended for filing shall be marked:

"Temporary Schedule."

(2) That this order shall take effect immediately and shall continue in force until the expiration of the time specified in said order of May 7, 1918, namely, eighteen (18) months from said date.

(3) That within ten days after the date of this order said companies shall notify the Commission, in writing, whether the terms of said order of March 4, 1918, as amended on May 7, 1918, and as hereby further amended, are accepted and will be obeyed.

On June 5, 1919, the Commission issued the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the regulations, practices and services of THE BROOKLYN HEIGHTS RAILROAD COMPANY, BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY, CONEY ISLAND AND GRAVESEND RAILWAY COMPANY, THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY and THE NASSAU ELECTRIC RAILROAD COMPANY on their respective lines of street surface railroad.

Case No. 1880  
Order Superseding Order  
"A" as Amended  
June 5, 1919

Standards and schedules of service.

An order having been duly made in this proceeding on March 4, 1918, and amended and modified by orders dated respectively May 7, 1918, and April 14, 1919, designated Order "A", directing and requiring The Brooklyn Heights Railroad Company, Brooklyn, Queens County and Suburban Railroad Company, Coney Island and Gravesend Railway Company, The Coney Island and Brooklyn Railroad Company and The Nassau Electric Railroad Company to establish, file, observe and maintain definite schedules representing standards of adequate service on the various lines operated by said companies respectively; and the said companies having established and filed certain schedules pursuant to the provisions of said order as amended and modified; and various hearings having been had by and before the Commission since the making of said order, in respect of the service provided by said companies and in respect of the operation and effect of said order as amended and modified; and the Commission being of the opinion after said hearings that said companies should be directed to comply with each and all of the following requirements.

Now, therefore, it is hereby

*Ordered*, That the Brooklyn Heights Railroad Company, Brooklyn, Queens County and Suburban Railroad Company, Coney Island and Gravesend Railway Company, The Coney Island and Brooklyn Railroad Company, and the Nassau Electric Railroad Company be and they hereby are, and each of them is, directed to do each and all of the following things, to wit:

I. Prepare and file with this Commission within thirty (30) days after the date of this order, at least three (3) days before their effective date, schedules showing, as to each line operated or controlled by each such company and for each day of the week (excluding Saturdays after 12:00 o'clock noon, Sundays and legal holidays) the service which such company has established and is providing and is willing to provide and will continue to provide until changed in the manner prescribed by law and this order, and the number and headway of cars which such company is operating and is willing to and will continue to operate until such number or headway is changed in the manner prescribed by law and this order, as representing and constituting standards of adequate service for the transportation of passengers on such line until such time or times as such schedules shall be changed in the manner hereinafter provided, each of which such schedules shall be signed and countersigned by the proper officers or agents of the company for which such schedule is submitted, and shall show, as to and for each line:

- (a) the route over which the operation of such line is to take place;
- (b) the run numbers assigned to such line;
- (c) the terminals and car depots for such line;
- (d) the terminal of each run of cars on any part of such line;
- (e) the location of specific points not less than five in number on each line on which the running time over the length thereof exceeds twenty minutes, and two points on any other line, past which the car of each run shall be scheduled to be operated at designated times of the day and night; such points, the runs, and the scheduled time at which each car on such run shall pass each such designated point, to be shown in and by the said schedule;
- (f) specific times of the day and night when the cars of each run shall be scheduled, respectively, to depart from such terminal and to pass the designated points.

which the running time over the length thereof exceeds twenty minutes, and two points on any other line, past which the car of each run shall be scheduled to be operated at designated times of the day and night; such points, the runs, and the scheduled time at which each car on such run shall pass each such designated point, to be shown in and by the said schedule;

(f) specific times of the day and night when the cars of each run shall be scheduled, respectively, to depart from such terminal and to pass the designated points.

*Provided, however*, That at any time after the filing of any such schedule or schedules, any of the said companies may make changes in any such schedule by filing with the Commission a supplemental or modified schedule or statement setting forth fully the changes to be made in the schedule last theretofore filed, in accordance with Paragraph IV hereof and not inconsistent with any Order of this Commission; and provided further, that any schedules now on file with the Commission which comply with and conform to the requirements of this Order may, upon suitable notice to the Commission to that effect, be deemed as filed in compliance herewith and shall be observed accordingly.

II. Operate cars and maintain service on each such line according to and in compliance with the times of departure from the terminal of such line, according to the schedules thereto and supplements thereto or modifications thereof at the time on file with the Commission and all orders of this Commission affecting such

service, and continue to operate cars and maintain service from such termini according to and in compliance with such schedules and supplements or modifications, and orders, until such schedules and supplements or modifications or orders, or the requirements thereof, have been modified or changed by order of the Commission after hearing, or through the filing of a new schedule or schedules in accordance with Paragraph IV hereof.

III. Display in a conspicuous place, within and upon the side of each car operated pursuant to a schedule filed with the Commission as set forth in Paragraph I of this order, a suitable time-table (to be termed "midnight schedule") substantially in the form annexed to and made a part of this order marked Exhibit "A" showing the headway and service which the said company is required to maintain and operate upon such line during the period from 12:00 midnight to 5:00 A. M. or any part thereof during which the scheduled interval is fifteen minutes or more, such time-tables to show the minimum service which may be operated. Such time-tables to be posted and displayed in such cars on or before the respective dates specified in Exhibit "B" hereto annexed and made a part hereof.

IV. At any time after the filing of the original schedules, any company may file with this Commission amended or substituted schedules or supplements thereto, showing changes which the company desires to make with respect to any of the matters in the filed schedules specified in Paragraph I hereof, and which are not inconsistent with any order of the Commission, and unless otherwise ordered by the Commission after hearing, such amended or substituted schedules shall go into and be and continue in effect until further changed as provided in this paragraph or by order of the Commission after hearing. *Provided*, however, that nothing contained in this order or done by any company in pursuance thereof shall be or be construed to be in derogation of or in substitution for the duty of such company to provide reasonable and adequate service and operate a sufficient number of cars therefor at all times on each of its lines, by running cars or affording service, as needed, in excess of the requirements of such schedules and supplements at the time in force as to such line, or otherwise; and nothing contained in this order or done by any company in pursuance thereof shall be construed to prevent any of the said companies from operating at any time on any line any cars or service in addition to those set forth in the schedules and supplements at the time in force as to such line.

*Further ordered*, That the making and entry of this order, and anything done hereunder, shall be without prejudice to any other or further order in this case or in respect to the subject-matter hereof or of the said schedules, and shall be subject to any further hearing for the purpose of requiring changes in the said schedules of service and operation, or any of them; and it is

*Further ordered*, That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission and that within five (5) days after the service of this order said companies and each of them shall notify the Commission in writing whether the terms of this order are accepted and will be obeyed.

*Further ordered*, That this order shall supersede and take the place of the order adopted by the Commission herein on March 4, 1918, as amended and modified by orders dated respectively May 7, 1918, and April 14, 1919.



## EXHIBIT "A"

Illustrating the substantial form of the midnight time-table to be displayed in scheduled cars pursuant to Paragraph III of this order.

St. John's Place Line  
Midnight Time-table

This time-table is the standard week-day time-table of the line named hereon but is subject to temporary changes, due to weather conditions, etc., or when the company is prevented from complying therewith by reason of storm, accident or other controlling emergency for which it is not responsible and which is not due to any negligence on its part.

WESTBOUND TO BOROUGH HALL						EASTBOUND TO BUFFALO AVENUE					
Buffalo Ave.	Kingston Ave.	Sterling Pl.	Bergen St.	Atlantic Ave.	Arrive at Borough Hall	Leave Borough Hall	Atlantic Ave.	Bergen St.	Sterling Pl.	Kingston Ave.	Buffalo Ave.
1.00	1.05	1.09	1.16	1.21	1.28	1.30	1.37	1.42	1.48	1.53	1.58
1.15	1.20	1.24	1.31	1.36	1.43	1.45	1.52	1.57	2.03	2.08	2.13
1.30	1.35	1.39	1.46	1.51	1.58	2.00	2.07	2.12	2.18	2.23	2.28
1.45	1.53	1.57	2.04	2.09	2.16	2.18	2.25	2.30	2.36	2.41	2.46
2.08	2.13	2.17	2.24	2.29	2.36	2.38	2.45	2.50	2.56	2.61	2.66
2.28	2.33	2.37	2.44	2.49	2.56	2.58	2.65	2.70	2.76	2.81	2.86
2.48	2.53	2.57	2.64	2.69	2.76	2.78	2.85	2.90	2.96	3.01	3.06
3.08	3.13	3.17	3.24	3.29	3.36	3.38	3.45	3.50	3.56	3.61	3.66
3.28	3.33	3.37	3.44	3.49	3.56	3.58	3.65	3.70	3.76	3.81	3.86
3.48	3.53	3.57	3.64	3.69	3.76	4.18	4.25	4.30	4.36	4.41	4.46
4.08	4.13	4.17	4.24	4.29	4.36	4.38	4.45	4.50	4.56	4.61	4.66
4.28	4.33	4.37	4.44	4.49	4.56	4.58	4.65	4.70	4.76	4.81	4.86
4.48	4.53	4.57	4.64	4.69	4.76	5.18	5.25	5.30	5.36	5.41	5.46
5.08	5.13	5.17	5.24	5.29	5.36	5.38	5.45	5.50	5.56	5.61	5.66

BY ORDER OF  
PUBLIC SERVICE COMMISSION

## EXHIBIT "B"

Schedule showing the respective dates on or before which the companies operating the respective lines shall prepare and display in scheduled cars, midnight time-tables as provided in Paragraph III of this order.

*Lines Now Operated from Depot*

Flatbush Depot  
Halsey Street and Canarsie  
Franklin Avenue and Bergen Street  
DeKalb Avenue and Fresh Pond Depot  
Maspeth and Crosstown Depot  
East New York Depot  
9th Avenue Depot  
58th Street Depot

*Post Midnight Schedules*

July 1, 1919  
July 8, 1919  
July 15, 1919  
July 22, 1919  
July 29, 1919  
August 5, 1919  
August 12, 1919  
August 19, 1919

(For the orders of 1918, see Volume I, Annual Report of the Commission for 1918, page 622.)

**Brooklyn Union Elevated Railroad Company—Service on Fulton Street elevated line**

Case No. 771,  
Abrogating Order

On April 17, 1919, the Commission adopted the following order:

## IN THE MATTER

## OF THE

Hearing on the motion of the COMMISSION on the question of improvements in and additions to the service and equipment of the BROOKLYN UNION ELEVATED RAILROAD COMPANY in respect to the FULTON STREET ELEVATED LINE.

Case No. 771,  
Order Abrogating Final  
Order as Amended  
April 17, 1919

An order having been made herein, on January 22, 1909, in respect of the service of the Brooklyn Union Elevated Railroad Company on its Fulton Street elevated line; and said order having been amended by orders dated, respectively, February 19, 1909, and July 13, 1909; and the Commission being now in receipt of a communication, dated April 4, 1919, from the Chief of the Transit Bureau of the Commission, recommending that said order of January 22, 1909, as amended, be abrogated; and the Commission being of the opinion that, for the reasons stated in said communication from the Chief of the Transit Bureau, said order of January 22, 1909, as amended on February 19, 1909, and again on July 13, 1909, should be abrogated.

*Ordered*, That said order of January 22, 1909, as amended by orders dated February 19, 1909, and July 13, 1909, be and the same hereby is in all things abrogated.

(For the orders of 1909, see Volume II, Annual Report of the Commission for 1909, page 315.)

**Brooklyn Union Elevated Railroad Company—Service on Broadway line**

Case No. 1014,  
Abrogating Order

On April 17, 1919, the Commission adopted the following order:

## IN THE MATTER

## OF THE

Hearing on the motion of the COMMISSION as to the regulations, practices, equipment and service of the BROOKLYN UNION ELEVATED RAILROAD COMPANY in respect to its BROADWAY LINE.

Case No. 1014,  
Order Abrogating Final  
Order as Amended  
April 17, 1919

An order having been made herein on February 2, 1909, in respect of the service of the Brooklyn Union Elevated Railroad Company on its Broadway line; and

said order having been amended by order adopted by the Commission on February 19, 1909; and the Commission being now in receipt of a communication, dated April 4, 1919, from the Chief of the Transit Bureau of the Commission, recommending that said order of February 2, 1909, as amended, be abrogated; and the Commission being of the opinion that, for the reason stated in said communication from the Chief of the Transit Bureau, said order of February 2, 1909, as amended on February 19, 1909, should be abrogated.

*Ordered*, That said order of February 2, 1909, as amended by order dated February 19, 1909, be and the same hereby is in all respects abrogated.

(For the orders of 1909, see Volume II, Annual Report of the Commission for 1909, page 320.)

### Brooklyn Union Elevated Railroad Company — Service on Myrtle Avenue line

Case No. 1019,  
Abrogating Order

On April 17, 1919, the Commission adopted the following order:

#### IN THE MATTER

#### OF THE

Hearing on the motion of the COMMISSION as to the regulations, practices, equipment and service of the BROOKLYN UNION ELEVATED RAILROAD COMPANY in respect to its MYRTLE AVENUE LINE.

Case No. 1019,  
Order Abrogating Final  
Order as Amended  
April 17, 1919

An order having been made herein on February 2, 1909, in respect of the service of the Brooklyn Union Elevated Railroad Company on its Myrtle Avenue line; and said order having been amended by order adopted by the Commission on February 19, 1909; and the Commission being now in receipt of a communication, dated April 4, 1919, from the Chief of the Transit Bureau of the Commission, recommending that said order of February 2, 1909, as amended, be abrogated; and the Commission being of the opinion that, for the reasons stated in said communication from the Chief of the Transit Bureau of the Commission, said order of February 2, 1909, as amended on February 19, 1909, should be abrogated.

*Ordered*, That said order of February 2, 1909, as amended by order adopted on February 19, 1909, be and the same hereby is in all things abrogated.

(For the orders of 1909, see Volume II, Annual Report of the Commission for 1909, page 325.)

### Brooklyn Union Elevated Railroad Company — Service on Lexington Avenue line

Case No. 1020,  
Abrogating Order

On April 17, 1919, the Commission adopted the following order:

#### IN THE MATTER

#### OF THE

Hearing on the motion of the COMMISSION as to the regulations, practices, equipment and service of the BROOKLYN UNION ELEVATED RAILROAD COMPANY in respect to its LEXINGTON AVENUE LINE.

Case No. 1020,  
Order Abrogating Final  
Order as Amended  
April 17, 1919

An order having been made herein on February 2, 1909, in respect of the service of the Brooklyn Union Elevated Railroad Company on its Lexington Avenue line; and said order having been amended by order adopted by the Commission on February 19, 1909; and the Commission being now in receipt of a communication, dated April 4, 1919, from the Chief of the Transit Bureau of the Commission, recommending that said order of February 2, 1909, as amended, be abrogated; and the Commission being of the opinion that, for the reasons stated in said communication from the Chief of the Transit Bureau, said order of February 2, 1909, as amended on February 19, 1909, should be abrogated.

*Ordered*, That said order of February 2, 1909, as amended by order dated February 19, 1909, be and the same hereby is in all things abrogated.

(For the orders of 1909, see Volume II, Annual Report of the Commission for 1909, page 329.)

**Brooklyn Union Elevated Railroad Company—Service on Brighton Beach Line**

Case No. 1064,  
Abrogating Order

On April 17, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question of improvements in and additions to the service and equipment of the BROOKLYN UNION ELEVATED RAILROAD COMPANY in respect to the BRIGHTON BEACH LINE.

Case No. 1064,  
Order Abrogating Final  
Order  
April 17, 1919

An order having been made herein on February 26, 1909, in respect of the service and equipment of the Brooklyn Union Elevated Railroad Company on its Brighton Beach Line; and the Commission being now in receipt of a communication dated April 4, 1919, from the Chief of the Transit Bureau of the Commission recommending that said order of February 26, 1909, be abrogated; and the Commission being of the opinion that for the reasons stated in said communication from the Chief of the Transit Bureau the said order of February 26, 1909, should be abrogated;

*Ordered*, That said order of February 26, 1909, be, and the same hereby is in all things abrogated.

(For the order of February 26, 1909, see Volume II, Annual Report of the Commission for 1909, page 334.)

**Brooklyn Union Elevated Railroad Company, Sea Beach Railway Company, South Brooklyn Railway Company and The Nassau Electric Railroad Company—General service on Bay Ridge, Sea Beach, West End and Culver lines, and stopping additional trains at Third Street station**

Case No. 1430,  
Abrogating Order

On April 17, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question of improvements in and additions to the regulations, practices and service of the BROOKLYN UNION ELEVATED RAILROAD COMPANY, SEA BEACH RAILWAY COMPANY, SOUTH BROOKLYN RAILWAY COMPANY and NASSAU ELECTRIC RAILROAD COMPANY on the Bay Ridge, Sea Beach, West End and Culver lines.

Case No. 1430,  
Order Abrogating Final  
Order  
April 17, 1919

An order having been made herein on February 6, 1912, directing and requiring the Brooklyn Union Elevated Railroad Company to stop all its "Fulton Street expresses" at the Third Street station on its Fifth Avenue Elevated line and to permit passengers to board and alight from said trains at said station; and the Commission being now in receipt of a letter from the Chief of the Transit Bureau of the Commission, dated April 4, 1919, recommending that said order of February 6, 1912, be abrogated; and the Commission being of the opinion that for the reasons stated in said communication from the Chief of the Transit Bureau, said order of February 6, 1912, should be abrogated.

*Ordered*, That said order of February 6, 1912, be and the same hereby is in all things abrogated.

(For the order of February 6, 1912, see Volume I, Annual Report of the Commission for 1912, page 476.)

**Interborough Rapid Transit Company — Through service to and from Harlem River Station on Third Avenue Elevated line**

Case No. 2064,  
Discontinuance Order

This proceeding was begun in 1916, upon motion of the Commission, to determine whether the Interborough Rapid Transit Company should be required to operate through trains on its Third Avenue Elevated line to and from the Harlem River or Willis Avenue station of New York, New Haven & Hartford Railroad and New York, Westchester and Boston Railway. (See Appendix A to Volume I, Annual Report of the Commission for 1916, page 169.)

On April 17, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question whether the INTERBOROUGH RAPID TRANSIT COMPANY should be required to operate through trains on its Third Avenue Elevated line to and from the Harlem River or Willis Avenue station of the NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY and NEW YORK, WESTCHESTER AND BOSTON RAILWAY COMPANY.

Case No. 2064,  
Discontinuance Order  
April 17, 1919

A hearing having been had by and before the Commission in the above-entitled matter on March 6, 13 and 27, 1916, A. G. Peacock appearing for the Interborough Rapid Transit Company, C. M. Sheafe for the New York, New Haven and Hartford Railroad Company, H. S. Sayres for the City Island Improvement Association, W. H. Blymyer for the village of Pelham Manor, E. S. Griffing for the city of New Rochelle, S. H. Agnew for the Halcyon Park Association of New Rochelle, J. Millen for the New Rochelle Association, L. D. Perry for the Traffic & Waterways Association of the Board of Trade of The Bronx, J. A. Wilbur for the Harlem Board of Commerce, O. J. Stephens for The Bronx Board of Trade, H. Mendelsohn, A. W. Cole and E. H. Laing appearing as individuals and E. J. Crummev, Assistant Counsel, attending in behalf of the Commission; and testimony having been taken and the hearing closed; and it appearing from records and reports in the files of the Commission that since the close of the hearing herein (1) the White Plains Road line has been completed and put in operation, thus affording a direct connection for the transfer of passengers between the 180th Street Station of the New York, Westchester & Boston Railway Company and the 180th Street East Station of the Interborough Rapid Transit Company on said White Plains Road Line, (2) that the operation of the Pelham Bay Park Line as far as Hunts Point Avenue Station affords a convenient point for the transfer of passengers from the Hunts Point Station of the New York, New Haven and Hartford Railroad Company and the New York, Westchester and Boston Railway Company to the Hunts Point Avenue Station of the Interborough Rapid Transit Company on said Pelham Bay Park Line, and (3) that the number of passengers traveling to and from the Harlem River or Willis Avenue station on the Third Avenue Elevated line has greatly diminished; and the Commission being of the opinion that the Interborough Rapid Transit Company should not be required to operate through trains on its Third Avenue Elevated line to or from said Harlem River or Willis Avenue station in addition to or in substitution of the service now operated to and from said station, it is

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued.

**Union Railway Company of New York City et al.— General service conditions**

Case No. 2149,  
Discontinuance Order

This proceeding was begun in 1916 upon motion of the Commission to determine whether an order should be made requiring the Union Railway Company of New York City and other companies to operate additional cars on their lines.

(See Appendix A to Volume I, Annual Report of the Commission for 1916, page 121.)

On April 22, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION to determine whether an order should be made requiring UNION RAILWAY COMPANY, WESTCHESTER ELECTRIC RAILROAD COMPANY, YONKERS RAILROAD COMPANY, SOUTHERN BOULEVARD RAILROAD COMPANY and PELHAM PARK AND CITY ISLAND RAILWAY CO., INC., to operate additional cars on their lines.

Case No. 2149,  
Order Discontinuing Pro-  
ceeding  
April 22, 1919

Hearing having been had in the above-entitled proceeding on December 21, 1916, and on adjourned dates thereafter, and the Commission having, on December 8, 1918, instituted a proceeding, designated as Case No. 2350, on the question of improvement in and addition to the service, equipment, tracks, structures, regulations and practices of the Union Railway Company of New York City, New York City Interborough Railway Company, Southern Boulevard Railroad Company, Bronx Traction Company, Yonkers Railroad Company, Westchester Electric Railroad Company and Pelham Park and City Island Railway Company in respect to the transportation of passengers on their street surface railroad lines, and having on that date adopted a resolution for hearing, and hearing having been duly had thereunder on December 9, 1918, and on adjourned dates thereafter, and since said proceeding in Case No. 2350, which is now being continued and hearings had therein, is for the purpose of making an investigation into and a determination of all matters which come within the purview of the resolution for hearing in the above-entitled proceeding: it is

Ordered, That this proceeding be and it is hereby discontinued without prejudice to such other or further proceedings as may hereafter be necessary or proper with respect to the subject-matter hereof.

**Staten Island Rapid Transit Railway Company — Changes in service**

Case No. 2230,  
Discontinuance Order

On April 22, 1919, the Commission in this case adopted the following order:

IN THE MATTER

OF THE

Application of the STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY for the approval of changes in the service on the railroad lines of the STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY and the street railroad lines of the RICHMOND LIGHT AND RAILROAD COMPANY between South Beach and St. George and between Arlington and St. George

Case No. 2230.  
Order Discontinuing Pro-  
ceeding  
April 22, 1919

Hearings having been held in the above-entitled matter on August 3, August 7, September 5 and September 19, 1917, and the Commission having on September 27, 1917, adopted an opinion making a tentative disposition of this matter and setting the case down for further hearing on December 10, 1917, to ascertain the relation of service rendered upon that date to service that might reasonably be expected, and further hearing thereupon having been had on December 10, 1917, Robert H. Nelson having appeared for the Staten Island Rapid Transit Railway Company, Bertram G. Eadie having appeared for the Richmond Light and Railroad Company, W. L. Mills having appeared for the Staten Island Civic League, and Godfrey Goldmark, Assistant Counsel, having attended for the Commission, and the Commission being of opinion that no further order or direction herein is required at the present time, it is

Ordered, That this proceeding be and it is hereby discontinued without prejudice, however, to such other or further proceedings as may hereafter be necessary or proper with respect to the subject-matter hereof.

(For the opinion adopted September 27, 1917, see 8 P. S. C. R. [1st Dist. N. Y.] 240.)

**New York Consolidated Railroad Company, Nassau Electric Railroad Company, South Brooklyn Railway Company — Service on elevated lines**

Case No. 1882,  
Discontinuance Order

On April 26, 1919, the Commission in this case adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION as to the regulations, practices and service of the NEW YORK CONSOLIDATED RAILROAD COMPANY, NASSAU ELECTRIC RAILROAD COMPANY and the SOUTH BROOKLYN RAILWAY COMPANY on their respective lines of elevated railroads

Case No. 1882,  
Order Discontinuing Proceeding  
April 26, 1919

Hearings having been had in the above-entitled proceeding on November 9, 1914, and on adjourned dates thereafter, and the Commission having on December 3, 1918, instituted a proceeding, designated as Case No. 2348, for the purpose of making an investigation into and a determination of, among other things, all questions and matters which come within the purview of the Resolution for Hearing in the above-entitled proceeding, and since the said proceeding in Case No. 2348 is now being continued and hearings had therein, it is

*Ordered*, That this proceeding be and it is hereby discontinued without prejudice to such other or further proceedings as may hereafter be necessary or proper with respect to the subject-matter hereof.

**Interborough Rapid Transit Company — Transportation of passengers on its subway and elevated lines**

Case No. 2261,  
Discontinuance Order

On April 26, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question of improvement in and additions to the service, equipment, tracks, structures, regulations and practices of the INTERBOROUGH RAPID TRANSIT COMPANY, in respect to the transportation of passengers on its subway and elevated lines

Case No. 2261,  
Order Discontinuing Proceeding  
April 26 1919

Hearings having been duly had in the above-entitled proceeding on November 22, 1917, and on adjourned dates thereafter, and the Commission having on August 14, 1918, instituted a proceeding, designated as Case No. 2311, for the purpose of inquiring into and determining, among other things, all matters which come within the purview of the resolution for hearing herein and which said proceeding is now being continued and hearings had therein, it is

*Ordered*, That the above-entitled proceeding be and it is hereby discontinued without prejudice to such other or further proceeding as may hereafter be necessary or proper with respect to the subject-matter hereof.

**The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company — Service on Broadway branch line**

Case No. 2286,  
Dismissal Order

On April 26, 1919, the Commission in this case adopted the following order:

HARRY C. MAHNKEN  
against  
THE FORTY-SECOND STREET, MANHATTANVILLE and  
ST. NICHOLAS AVENUE RAILWAY COMPANY  
Service on Broadway branch line

Case No. 2286,  
Order Dismissing Com-  
plaint  
April 26, 1919

A hearing having been duly had by and before the Commission in the above-entitled matter, which hearing was instituted upon the complaint of Dr. Harry C. Mahnken, of No. 48 West 62nd Street, Borough of Manhattan, New York City; and the Commission being of the opinion after the proceeding on said hearing that the complaint should be dismissed, it is

*Ordered*, That the complaint in the above-entitled proceeding be and it is hereby dismissed.

**Long Island Electric Railway Company — Service on its Jamaica-Far Rockaway Line and at its Far Rockaway Terminal**

Case No. 2373,  
Hearing Resolution  
Discontinuance Order

This proceeding was begun upon motion of the Commission to inquire and determine whether the regulations, practices, service, equipment and appliances of the Long Island Electric Railway Company in respect to the transportation of passengers upon its Jamaica-Far Rockaway Line and at its Far Rockaway Terminal were unjust, unreasonable, unsafe, improper or inadequate and whether repairs, improvements, changes or additions in and to the same should reasonably be made in order to promote the security or convenience of the public or in order to secure adequate service or facilities for the transportation of passengers.

On May 13, 1919, the Commission directed (see blank form of hearing resolution, page 157) that a hearing be had in this matter on May 28, 1919.

On June 27, 1919, the Commission made the following order:

IN THE MATTER  
OF THE

Hearing on the motion of the COMMISSION as to the regulations, practices, service, equipment and appliances of the LONG ISLAND ELECTRIC RAILROAD COMPANY on its Jamaica-Far Rockaway line and its Far Rockaway terminal

Case No. 2373,  
Discontinuance Order  
June 27, 1919

A hearing having been duly held in the above-entitled matter on June 5 and 10, 1919, before Honorable Lewis Nixon, Commissioner, Arthur G. Peacock appearing for the Long Island Electric Railway Company, Joseph Fried appearing for certain complainants, John C. Wade appearing for the H. J. Mullen Contracting Company and Edward M. Deegan, assistant to the Counsel to the Commission attending, and it appearing that it is impracticable at the present time for the Long Island Electric Railway Company to operate through cars on its line between Jamaica and Far Rockaway until further work has been done at the Mott Creek Bridge and on the Rockaway Turnpike between Hook Creek and the Old Toll Gate, that the waiting-room at the company's Far Rockaway Terminal is in good condition and that the company proposes to operate a twenty minute headway on Sundays, holidays and Saturday afternoons on that part of the line between the Old Toll Gate and its Far Rockaway Terminal; and the Commission being of the opinion that this proceeding should be discontinued, it is

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued without prejudice to the reopening thereof or to the institution of any other or further proceeding with respect to any of the matters involved herein.



## Union Railway Company — Service on Jerome Avenue Line to Woodlawn

Case No. 243,  
Order for Further Hearing  
Suspension Order and Special Permission

In this proceeding the Union Railway Company made application to the Commission by letter, dated June 3, 1919, for a modification of the order entered in this case on February 7, 1918, as amended, so that said order, as amended and modified, would permit the company to turn back all the cars of its Jerome Avenue line at Woodlawn Cemetery, instead of operating them through to the city line, and to place in operation a shuttle service operating from Woodlawn Cemetery to Yonkers Avenue. On July 3, 1919, the Commission made an order (see blank form of hearing order, page 157), directing that a further hearing be had in this matter on July 7, 1919.

On July 11, 1919, the Commission entered the following suspension order and special permission in this case:

GEORGE A. DENHOLM and GEORGE R. M. CLARK  
Complainants,

against

UNION RAILWAY COMPANY

Defendant.

Under Order for Hearing No. 170 made December  
27, 1907

Case No. 243,  
Order Suspending Order of  
February 7, 1908, as  
Amended  
Special Permission No. 620  
July 11, 1919

An order having been made herein on February 7, 1908, directing the Union Railway Company to operate a through service of cars upon its Jerome Avenue line between 156th Street and the city line in accordance with a certain schedule, which order was amended by orders adopted respectively on June 15, 1918, October 1, 1918, and November 22, 1918; and said Union Railway Company having made application to the Commission by letter dated June 3, 1919, for a modification of said order of February 7, 1908, as amended, so that said order, as amended and modified, would permit said company to turn back all cars of the Jerome Avenue line at Woodlawn Cemetery, instead of operating them through to the city line, and to place in operation a shuttle service operating on Jerome Avenue from Woodlawn Cemetery to Yonkers Avenue; and a hearing having been duly had by and before the Commission upon said application on July 7, 1919; and the Commission being of the opinion, after the proceedings on said hearing, that said order of February 7, 1908, as amended, should be temporarily suspended as hereinafter provided,

Now, therefore, it is

Ordered, That said order of February 7, 1908, as amended as aforesaid, in so far as it requires the operation of a through service of cars upon said Jerome Avenue line, be and it hereby is suspended from and including the 12th day of July, 1919, to and including the 31st day of July, 1919.

Provided, however, and this order is made upon the conditions following and not otherwise, to wit:

(1) That a through service of cars shall be operated on said Jerome Avenue line, between 156th Street on the south and Woodlawn Cemetery on the north, on a schedule at least equal to the schedule prescribed in and by said order as amended.

(2) That a shuttle service shall be provided on said Jerome Avenue line, between Woodlawn Cemetery on the south and Yonkers Avenue on the north, on a schedule at least equal to the schedule prescribed in and by said order as amended.

(3) That passengers shall be transferred free at Woodlawn Cemetery to or from cars operated north of Woodlawn Cemetery from or to cars operated south of that point, and any passenger boarding a car at any point on Jerome Avenue within the limits of The City of New York, whether north or south of Woodlawn Cemetery, shall, upon payment of a single fare, be furnished with a transfer entitling such passenger to one continuous ride from such point of origin to any point or portion of any road, line or branch operated by said Union Railway Company or under its control, or to any point or portion of any road, line or branch operated by the New York City Interborough Railway Company, or under its control.

(4) That said Union Railway Company will make such change or changes in its tariff schedules on file with the Commission as shall be in accordance with the provisions of this order, and that special permission be and it hereby is granted to said Company to put such changes in effect on one day's notice to the Commission.

Further ordered, That this order shall take effect upon its formal acceptance by said Union Railway Company, and that on or before July 12, 1919, said Company shall notify the Commission in writing whether the terms and conditions of this order are accepted and will be obeyed.

(For the order of February 7, 1908, see Volume II, Annual Report of the Commission for 1908, page 497.)

**The Coney and Brooklyn Railroad Company — Service on lines operated upon Coney Island Avenue between Prospect Park circle and Coney Island, Borough of Brooklyn**

Case No. 2392,  
Hearing Order

This proceeding was begun, upon motion of the Commission, to inquire and determine whether the regulations, practices and service of the Coney Island and Brooklyn Railroad Company in respect to the transportation of persons on its lines operated upon Coney Island avenue, between Prospect Park circle and Coney Island, in the Borough of Brooklyn were unjust, unreasonable, improper or inadequate. On July 3, 1919, the Commission made an order (see blank form of hearing order, page 157), directing that a hearing be had in this matter on July 14, 1919. At the close of the year no further order had been entered in this case.

**Interborough Rapid Transit Company — Transportation of passengers on the subway and elevated lines**

Case No. 2311,  
Order "B"  
Memorandum  
Denial Order  
Suspension Order  
Order "C"  
Order "D"  
Modifying Orders

On August 1, 1919, the Commission in this case made the following order:

IN THE MATTER  
OF THE

Hearing on the motion of the COMMISSION on the question of improvement in and addition to the service, equipment, tracks, structures, regulations and practices of the INTERBOROUGH RAPID TRANSIT COMPANY, in respect to the transportation of passengers on its subway and elevated lines.

Case No. 2311,  
Order "B",  
August 1, 1919

An order having been duly made in this proceeding on September 7, 1918, designated Order "A", which order was amended in certain respects by order dated November 30, 1918, in and by which order, as amended, it was provided, among other things, that on or before December 2, 1918, the Interborough Rapid Transit Company should file with the Commission schedules of its subway and elevated service and thereafter should operate its lines in accordance with the schedules so filed until such time as such schedules should be changed pursuant to the provisions of said order as amended; and said Interborough Rapid Transit Company having filed schedules pursuant to said order, as amended, including schedules of service on that part of its Lexington-Fourth Avenue Subway line on Jerome Avenue from 167th Street on the south to Woodlawn on the north, which part of said line was designed for both elevated and subway operation, and over which part of said line trains of said company's Ninth Avenue Elevated line are now operated; and it having been provided in and by said order, as amended, that the making and entry thereof should be without prejudice to any other or further order in this case and should be subject to any further hearing for the purpose of requiring changes in said schedules of service and operation, or any of them; and hearings have been duly had herein by and before the Commission concerning the schedules and service of said company on said Lexington-Fourth Avenue Subway line, with especial reference to that part of said line on Jerome Avenue from and including 167th Street station on the south to and including the Woodlawn station on the north; and it appearing that at the present time the service provided on said line is inadequate, in that there is no service of subway trains north of said 167th Street station and that the number of elevated trains operated through to the northerly end of the line at Woodlawn station is insufficient, the service at the northerly end of the line being furnished chiefly by a shuttle train,

*Ordered,*

(1) That said Interborough Rapid Transit Company be and it hereby is directed and required, beginning with August 12, 1919, to furnish daily, northbound, a through service of subway trains on said Jerome Avenue, from 167th Street on the south to Fordham road on the north, furnishing service at said 167th Street station and at all stations north of that point, to and including the stations at Fordham road, such service to be furnished by operating from the present southerly terminus of said Lexington-Fourth Avenue Subway line through to Fordham road all north-bound subway trains arriving at 167th Street between the hours of 5:00 and 7:00 P. M.;

(2) That said Interborough Rapid Transit Company be and it hereby is directed and required, beginning with August 12, 1919, to furnish daily, southbound, a through service of subway trains on said Jerome Avenue, from and including said

Fordham Road station on the north to the present southerly terminus of said Lexington-Fourth Avenue Subway Line on the south, furnishing service at said Fordham Road station and at all stations south of that point, such through service to be operated leaving said Fordham Road station between the hours of 7:00 and 9:00 A. M.;

(3) That said Interborough Rapid Transit Company be and it hereby is directed and required, beginning with August 12, 1919, to operate, north-bound, to and including the station at Woodlawn, all north-bound elevated express trains now operated on said Jerome Avenue and such additional north-bound express trains as it may be necessary for said company to operate in order to comply with the requirements of paragraph (5) of this order;

(4) That said Interborough Rapid Transit Company be and it hereby is directed and required, beginning with August 12, 1919, to operate south-bound, from and including the station at Woodlawn, all south-bound elevated express trains now operated on said Jerome Avenue and such additional south-bound express trains as it may be necessary for said company to operate in order to comply with the requirements of paragraph (5) of this order;

(5) That said Interborough Rapid Transit Company be and it hereby is directed and required, beginning with August 12, 1919, to schedule and operate such additional elevated and subway express trains on said Jerome Avenue, and south of that point, as shall be necessary or required to enable the said company to maintain as nearly as practicable the same intervals between trains as are required by the order and schedules now in force;

(6) That said Interborough Rapid Transit Company be and it hereby is directed and required to prepare at once, and to file with the Commission not later than August 11, 1919, amended or substituted schedules, or supplemental schedules covering the service to be furnished pursuant to this order and showing the changes which the company will make in the schedules now on file, which said amended or substituted schedules or supplemental schedules shall take effect on August 12, 1919.

(7) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission;

(8) That not later than August 7, 1919, said Interborough Rapid Transit Company shall notify the Commission in writing whether the terms of this order are accepted and will be obeyed.

On September 19, 1919, the Commission approved a memorandum (10 P. S. C. E. [1st Dist. N. Y.] 128), submitted by Deputy Commissioner Glennon, recommending that the Commission deny the application, by the Interborough Rapid Transit Company, described below, for a rehearing as to Order "B", and in accordance therewith made the following order:

#### IN THE MATTER

#### OF THE

Hearing on the motion of the Commission on the question of improvement in and addition to the service, equipment, tracks, structures, regulations and practices of the INTERBOROUGH RAPID TRANSIT COMPANY, in respect to the transportation of passengers on its subway and elevated lines.

Case No. 2311,  
Order Denying Application  
for Rehearing on Order  
"B"  
September 19, 1919

An order having been made herein on August 1, 1919, designated order "B", directing and requiring the Interborough Rapid Transit Company to provide a through service of elevated and subway trains on Jerome Avenue, such through service to be provided not later than August 12, 1919, and schedules of such service to be filed with the Commission not later than August 11, 1919; and the Commission having received a petition dated and verified August 8, 1919, requesting a rehearing in respect of the matters determined in and by said order "B", and the Commission being of the opinion that sufficient cause for a rehearing has not been made to appear, and that said application should not be granted.

Ordered, That said application of the Interborough Rapid Transit Company for a rehearing in respect of the matters determined in and by said order "B" be and the same hereby is denied.

On October 7, 1919, the Commission made the following order:

#### IN THE MATTER

#### OF THE

Hearing on the motion of the Commission on the question of improvement in and addition to the service, equipment, tracks, structures, regulations and practices of the INTERBOROUGH RAPID TRANSIT COMPANY, in respect to the transportation of passengers on its subway and elevated lines.

Case No. 2311,  
Order Suspending Order  
"B"  
October 7, 1919

An order, designated order "B", having been made herein on August 1, 1919, directing and requiring the Interborough Rapid Transit Company to make certain

improvements in the service of subway and elevated trains on Jerome Avenue, north of 167th Street; and said company having applied to the Commission for a rehearing in respect of the matters determined in and by said order "B", and said application having been denied; and said company having now addressed a letter to the Commission dated September 30, 1919, signed by Mr. Frank Hedley, Vice-President and General Manager, suggesting that, in lieu of the present service on Jerome Avenue north of 167th Street, and in lieu of the service required by said order "B", a certain through service be installed during the rush hours, from 7:00 to 9:00 in the morning and from 5:00 to 7:00 in the evening, as hereinafter provided.

And it appearing that the service thus proposed will provide a through service of subway express trains north of 167th Street, where no such service is now operated, and will provide a through service of elevated express trains to and from the Woodlawn station in addition to the through service now operated; and it appearing that the proposed new service will, in a measure, remedy the conditions which the Commission sought to remedy in and by the adoption of said order "B"; and it appearing that said company strenuously contends that by reason of certain physical conditions and limitations beyond its control, due to the incomplete condition of the structure on which it operates, said company cannot now fully comply with the requirements of said order "B"; and the Commission being of the opinion that in view of all the circumstances the suggestion made by said company should be temporarily accepted, and that in the meantime said order "B" should be temporarily suspended, as hereinafter provided:

*Ordered,*

(1) That said order "B," adopted by the Commission herein on August 1, 1919, be and the same hereby is suspended for and during the period of three months from and after the date of this order, namely, to and including January 7, 1920.

(2) That this order is made upon the express condition that not later than October 14, 1919, said Interborough Rapid Transit Company will put into effect and thereafter maintain daily during the rush hours, from 7:00 to 9:00 in the morning and from 5:00 to 7:00 in the evening, at least the following service:

(a) About a 7-minute interval on the Ninth Avenue Elevated line between the 167th Street station and the Woodlawn station, both inclusive, southbound in the morning and northbound in the evening.

(b) The 167th Street station to be served with the same number of trains that are now being operated via the subway.

(c) All stations north of 167th Street to and including the Kingsbridge Road station to be served with about a 10-minute interval between the hours of 7:00 A. M. and 9:00 A. M. and between 5:00 P. M. and 7:00 P. M. with subway trains.

(3) That a further hearing be had herein on the 5th day of January, 1920, at 10:30 o'clock in the forenoon, for the purpose of inquiring and determining whether a further suspension of said order "B" should be granted, or whether said order "B" should be in any respect changed or modified.

(4) That this order is made without prejudice to the right of the Commission at any time prior to the expiration of said period of suspension to institute hearings and to make orders, either in the present proceeding or in any other proceeding, in respect of the service on said Jerome Avenue line.

(5) That this order shall take effect immediately and shall continue in force until January 7, 1920, unless earlier changed or abrogated by further order of the Commission.

On December 18, 1919, the Commission made the following orders:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question of improvement in and addition to the service, equipment, tracks, structures, regulations and practices of the INTERBOROUGH RAPID TRANSIT COMPANY, in respect to the transportation of passengers on its subway and elevated lines.

Case No. 2811,  
Order "C"  
December 18, 1919

An order having been duly made in this proceeding on September 7, 1918, designated order "A," which order was amended in certain respects by order dated November 30, 1918, in and by which order, as amended, it was provided, among other things, that on or before December 2, 1918, the Interborough Rapid Transit Company should file with the Commission schedules of its subway and elevated service and thereafter should operate its lines in accordance with the schedules so filed until such time as such schedules should be changed pursuant to the provisions of said order as amended; and said Interborough Rapid Transit Company having filed schedules pursuant to said order, as amended, including schedules of service on its Queensboro tunnel line, and it having been provided in and by said order, as amended, that the making and entry thereof should be without prejudice to any other or further order in this case and should be subject to any further hearing for the purpose of requiring changes in said schedules of service and operation or any of them; and hearings having been duly had herein by and before the Commission concerning the schedules and service of said company on said Queensboro tunnel line, and it appearing that at the present time the service provided on said Queensboro tunnel line is inadequate, it is

*Ordered,*

(1) That the said Interborough Rapid Transit Company be and it hereby is directed and required, beginning with December 23, 1919, to operate daily on the Queensboro tunnel line, during the period from 7:00 A. M. to 9:30 A. M., and during the period from 4:30 P. M. to 6:30 P. M., from and to the Grand Central Terminal Station, trains consisting of at least five cars each, on a headway of eight minutes as to the Corona service, and a headway of eight minutes as to the Astoria service.

(2) That the said Interborough Rapid Transit Company be and it hereby is directed and required to proceed at once to equip the Queensboro tunnel line with such additional power and signal facilities and to supply a sufficient number of cars properly equipped as may be necessary to permit the operation, on the said Queensboro tunnel line, beginning April 1, 1920, from and to the Grand Central Terminal station, of trains consisting of at least five cars each, on a headway of six minutes as to the Corona service, and a headway of six minutes as to the Astoria service, and is further directed and required to put into operation such service on April 1, 1920.

(3) That said Interborough Rapid Transit Company be and it hereby is directed and required to prepare at once, and to file with this Commission not later than December 22, 1919, amended or substituted schedules, or supplemental schedules, covering the service to be furnished pursuant to this order and showing the changes which the company will make in the schedules now on file, which said amended or substituted schedules or supplemental schedules shall take effect on December 23, 1919.

(4) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of this Commission.

(5) That not later than December 22, 1919, said Interborough Rapid Transit Company shall notify this Commission in writing whether the terms of this order are accepted and will be obeyed.

## IN THE MATTER

## OF THE

Hearing on the motion of the COMMISSION on the question of improvement in and addition to the service, equipment, tracks, structures, regulations and practices of the INTERBOROUGH RAPID TRANSIT COMPANY, in respect to the transportation of passengers on its subway and elevated lines.

Case No. 2311,  
Order "D"  
December 18, 1919

An order having been duly made in this proceeding on September 7, 1918, designated order "A," which order was amended in certain respects by order dated November 30, 1918, in and by which order, as amended, it was provided, among other things, that on or before December 2, 1918, the Interborough Rapid Transit Company should file with the Commission schedules of its subway and elevated service and thereafter should operate its lines in accordance with schedules so filed until such time as such schedules should be changed pursuant to the provisions of this order, as amended, and said Interborough Rapid Transit Company having filed schedules pursuant to such order, as amended, including schedules of service on its Lexington-Fourth Avenue subway line; and it having been provided in and by said order, as amended, that the making and entry thereof should be without prejudice to any other or further order in this case and should be subject to any further hearing for the purpose of requiring changes in said schedules of service and operation or any of them; and hearings having been duly had herein by and before the Commission concerning the schedule and service of said company on its Lexington-Fourth Avenue subway line with special reference to the local service on said line; and it appearing that at the present time the service on the said line is inadequate, it is

*Ordered,*

(1) That the said Interborough Rapid Transit Company be and it hereby is directed and required beginning with December 23, 1919, to operate daily on said Lexington-Fourth Avenue line, during the interval from 8:00 A. M. to 9:00 A. M., 6-car local trains past the 33rd Street station, southbound, on a two-minute headway and to operate daily on the said Lexington-Fourth Avenue line, during the interval from 5:10 P. M. to 6:20 P. M., 6-car local trains past the 33rd Street station, northbound, on a two-minute headway.

(2) That said Interborough Rapid Transit Company be and it hereby is directed and required to prepare at once, and to file with the Commission not later than December 22, 1919, amended or substituted schedules, or supplemental schedules, covering the service to be furnished pursuant to this order and showing the changes which the company will make in the schedules now on file, which said amended or substituted schedules or supplemental schedules shall take effect on December 23, 1919.

(3) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of this Commission.

(4) That not later than December 22, 1919, said Interborough Rapid Transit Company shall notify this Commission in writing whether the terms of this order are accepted and will be obeyed.

On December 23, 1919, the Commission made the following Orders, modifying Order "C" and Order "D" above set forth:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question of improvement in and addition to the service, equipment, tracks, structures, regulations and practices of the INTERBOROUGH RAPID TRANSIT COMPANY, in respect to the transportation of passengers on its subway and elevated lines.

Case No. 2311.  
Order Modifying  
Order "C"  
December 23, 1919

An order having been duly made in this proceeding on September 7, 1918, designated order "A" which order was amended in certain respects by order dated November 30, 1918, in and by which order, as amended, it was provided, among other things, that on or before December 2, 1918, the Interborough Rapid Transit Company should file with the Commission schedules of its subway and elevated service and thereafter should operate its lines in accordance with the schedules so filed until such time as such schedules should be changed pursuant to the provisions of said order as amended; and said Interborough Rapid Transit Company having filed schedules pursuant to said order, as amended, including schedules of service on its Queensboro tunnel line, and it having been provided in and by said order as amended that the making and entry thereof should be without prejudice to any other or further order in this case and should be subject to any further hearing for the purpose of requiring changes in said schedules of service and operation or any of them; and hearings having been duly had herein by and before the Commission concerning the schedules and service of said company on said Queensboro tunnel line; and an order having been duly made herein on the 18th day of December, 1919, designated order "C", directing, among other things, the operation of the said Queensboro tunnel line, of trains consisting of at least five cars each, on a headway of eight minutes as to the Corona service, and a headway of eight minutes as to the Astoria service; and the said Interborough Rapid Transit Company having, by letter dated December 22, 1919, requested the Commission for a modification of the said order "C", so as to provide for the taking effect of the said order on December 29, 1919, instead of December 22, 1919, and sufficient reason therefor appearing to the Commission it is

Ordered,

(1) That the said Interborough Rapid Transit Company be and it hereby is directed and required, beginning with December 29, 1919, to operate daily on the Queensboro tunnel line, during the period from 7:00 A. M. to 9:30 A. M., and during the period from 4:30 P. M. to 6:30 P. M., from and to the Grand Central Terminal Station, trains consisting of at least five cars each, on a headway of eight minutes as to the Corona service, and a headway of eight minutes as to the Astoria service.

(2) That the said Interborough Rapid Transit Company be and it hereby is directed and required to proceed at once to equip the Queensboro tunnel line with such additional power and signal facilities and to supply a sufficient number of cars properly equipped, as may be necessary to permit the operation, on the said Queensboro tunnel line, beginning April 1, 1920, from and to the Grand Central Terminal station, of trains, consisting of at least five cars each, on a headway of six minutes as to the Corona service, and a headway of six minutes as to the Astoria service, and is further directed and required to put into operation such service on April 1, 1920.

(3) That said Interborough Rapid Transit Company be and it hereby is directed and required to prepare at once, and to file with this Commission not later than December 27, 1919, amended or substituted schedules or supplemental schedules, covering the service to be furnished pursuant to this order and showing the changes which the company will make in the schedules now on file, which said amended or substituted schedules or supplemental schedules shall take effect on December 29, 1919.

(4) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of this Commission.

(5) That not later than December 27, 1919, said Interborough Rapid Transit Company shall notify this Commission in writing whether the terms of this order are accepted and will be obeyed.

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question of improvement in and addition to the service, equipment, tracks, structures, regulations and practices of the INTERBOROUGH RAPID TRANSIT COMPANY, in respect to the transportation of passengers on its subway and elevated lines.

Case No. 2311.  
Order Modifying  
Order "D"  
December 23, 1919

An order having been duly made in this proceeding on September 7, 1918, designated order "A", which order was amended in certain respects by order dated

November 30, 1918, in and by which order, as amended, it was provided, among other things, that on or before December 2, 1918, the Interborough Rapid Transit Company should file with the Commission schedules of its subway and elevated service and thereafter should operate its lines in accordance with schedules so filed until such time as such schedules should be changed pursuant to the provisions of this order as amended; and said Interborough Rapid Transit Company having filed schedules pursuant to such order, as amended, including schedules of service on its Lexington Avenue subway line; and it having been provided in and by said order, as amended, that the making and entry thereof should be without prejudice to any other or further order in this case and should be subject to any further hearing for the purpose of requiring changes in said schedules of service and operation or any of them; and hearings having been duly had herein by and before the Commission concerning the schedule and service of said company on its Lexington-Fourth Avenue subway line with special reference to the local service on said line; and an order having been duly made herein on the 18th day of December, 1918, entitled order "D", providing, among other things, for the operation daily on the Lexington-Fourth Avenue line, during the interval from 5:10 P. M. to 6:20 P. M., of six-car local trains past the 33rd Street Station, northbound, on a two minute headway, and the said Interborough Rapid Transit Company having requested the Commission, in a letter dated December 22, 1919, for a modification of the said order "D", so as to require the two-minute interval on northbound local trains past the 33rd Street station of the Lexington-Fourth Avenue line between 5:10 P. M. and 6:10 P. M. only; and sufficient reason therefor appearing to the Commission, it is

*Ordered,*

(1) That the said Interborough Rapid Transit Company be and it hereby is directed and required beginning with December 27, 1919, to operate daily on said Lexington-Fourth Avenue line during the interval from 8:00 A. M. to 9:00 A. M. 6-car local trains past the 33rd Street station, southbound, on a two-minute headway and to operate daily on the said Lexington-Fourth Avenue line, during the interval from 5:10 P. M. to 6:10 P. M., 6-car local trains past the 33rd Street station, northbound, on a two-minute headway.

(2) That said Interborough Rapid Transit Company be and it hereby is directed and required to prepare at once, and to file with the Commission not later than December 26, 1919, amended or substituted schedules, or supplemental schedules, covering the service to be furnished pursuant to this order and showing the changes which the company will make in the schedules now on file, which said amended or substituted schedules or supplemental schedules shall take effect on December 27, 1919.

(3) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of this Commission.

(4) That not later than December 26, 1919, said Interborough Rapid Transit Company shall notify this Commission in writing whether the terms of this order are accepted and will be obeyed.

(For the order adopted September 7, 1918, see Volume I, Annual Report of the Commission for 1918, page 686.)

### **Long Island Electric Railway Company — Service, etc., on its Jamaica-Far Rockaway line**

Case No. 2398,  
Hearing Order

This proceeding was begun upon motion of the Commission to inquire and determine whether the regulations, practices, service, equipment and appliances of the Long Island Electric Railway Company in respect to the transportation of passengers upon its Jamaica-Far Rockaway line are unjust, unreasonable, unsafe, improper or inadequate, and whether repairs, improvements, changes or additions in and to the same should reasonably be made in order to promote the security or convenience of the public or in order to secure adequate service or facilities for the transportation of passengers. On August 1, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on August 8, 1919. At the close of the year no further order had been entered in this case.

### **Pelham Park & City Island Railway Company, Inc.; the Mid-Crosstown Railway Company, Inc.; and the Third Avenue Bridge Company — Proposed discontinuance of service**

Case No. 2403,  
Hearing Order  
Discontinuance Order

This proceeding was begun upon receipt of a communication from S. W. Huff, President of the Third Avenue Railway Company, announcing that the Pelham Park & City Island Railway Company, Inc., the Mid-Crosstown Railway Company,

Inc., and the Third Avenue Bridge Company were without funds with which to continue operation, that the Third Avenue Railway Company which has heretofore furnished money to said companies could no longer continue to do so and that those companies being without funds with which to continue operation would be forced to go out of business. On August 6, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on August 8, 1919, more particularly with respect to the general condition of said companies, the service performed by them, the necessity of such service, the compliance by said companies, respectively, with all provisions of law, orders of the Commission and franchise and charter requirements and especially with reference to the allegation made on behalf of said companies that for financial reasons they would be obliged to discontinue service.

On September 5, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Proposed discontinuance of service by PELHAM PARK & CITY ISLAND RAILWAY COMPANY, INC., the MID-CROSTOWN RAILWAY COMPANY, INC., and the THIRD AVENUE BRIDGE COMPANY.

Case No. 2403,  
Discontinuance Order  
September 5, 1919

The Commission having received a communication from S. W. Huff, President of the Third Avenue Railway Company, announcing that the Pelham Park & City Island Railway Company, Inc., the Mid-Crostown Railway Company, Inc., and the Third Avenue Bridge Company are without funds with which to continue operation, that the Third Avenue Railway Company which has heretofore furnished money to said companies cannot longer continue to do so and that these companies, being without funds with which to continue operation, will be forced to go out of business; and the Commission having instituted and conducted a hearing with respect to the general condition of said companies, the service performed by them, the necessity of such service, the compliance by said companies, respectively, with all provisions of law, orders of the Commission and franchise and charter requirements and especially with reference to the allegation made on behalf of said companies that for financial reasons they will be obliged to discontinue service; and the Commission being of the opinion after said hearing that the proceeding should be discontinued,

Now, therefore, it is

Ordered, That the above-entitled proceeding be and the same hereby is discontinued.

**New York & North Shore Traction Company—Proposed discontinuance of service**

Case No. 2411,  
Hearing Order  
Order  
Rehearing Order  
Confirmation Order

A communication dated August 19, 1919, having been received from George A. Stanley, President of the New York & North Shore Traction Company, stating that said company was without funds and that it would be unable to continue operation and announcing that it proposed to discontinue operation because of its alleged financial inability to continue operation, thereupon the Commission made an order (see blank form of hearing order, page 157) August 19, 1919, directing that a hearing be had in the matter on August 23, 1919, at 8 o'clock in the evening in the Town Hall, Flushing, Borough of Queens.

On August 28, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Proposed discontinuance of service by THE NEW YORK AND NORTH SHORE TRACTION COMPANY.

Case No. 2411,  
Order  
Special Permission  
No. 629  
August 28, 1919

A hearing having been duly had by and before the Commission in the above-entitled matter on the 23rd day of August, 1919, Honorable Alfred M. Barrett, Deputy Commissioner, presiding; Russell B. Burnside, Esq., Assistant Counsel,



appearing for the Commission; Watson B. Robinson, Esq., appearing for The New York and North Shore Traction Company; and Vincent Victory, Esq., Assistant Corporation Counsel, appearing for The City of New York; and said hearing having involved the question of the increase of rates on the lines of said The New York and North Shore Traction Company; and evidence having been offered in favor of such increase of rates and no evidence having been offered in opposition thereto; and the Commission being of the opinion, after said hearing, that having due regard, among other things, to a reasonable average return upon the value of the property of said company actually used in public service and to the necessity of making reservation out of income for surplus and contingencies, the just and reasonable rates, fares and charges to be hereafter observed and in force as the maximum to be charged for the service to be performed by said company are as hereinafter provided;

*Now, therefore, it is*

*Ordered:*

I. That zones shall established by said New York and North Shore Traction Company upon that portion of its street surface railroad within the First District, as follows:

Zone No. 1 shall consist of that part of the company's street surface railroad extending from the westerly terminus thereof in Flushing to 28th Street and Crocheron Avenue, Flushing.

Zone No. 2 shall consist of that part of the company's street surface railroad extending from 28th Street and Crocheron Avenue, Flushing, to Ashburton Avenue and Bayside Boulevard, Bayside.

Zone No. 3 shall consist of that part of the company's street surface railroad extending from Ashburton Avenue and Bayside Boulevard, Bayside, to the city line at Little Neck.

Zone No. 4 shall consist of that part of the company's street surface railroad extending from the intersection of Chestnut Street and Central Avenue, Flushing, to the terminal of such street surface railroad at Whitestone Landing.

II. That the just and reasonable rates, fares and charges to be hereafter observed and in force as the maximum to be charged by said New York and North Shore Traction Company for the service to be performed by it upon that portion of its street surface railroad within the First District are hereby fixed as follows:

(1) From any point in any of the zones specified in paragraph I hereof to any other point in such zone, six (6) cents.

(2) From any point in Zone No. 1 to any point in Zone No. 2, eight (8) cents.

(3) From any point in Zone No. 1 to any point in Zone No. 3, ten (10) cents.

(4) From any point in Zone No. 1, to any point in Zone No. 4, seven (7) cents.

(5) From any point in Zone No. 2 to any point in Zone No. 1, eight (8) cents.

(6) From any point in Zone No. 2 to any point in Zone No. 3, eight (8) cents.

(7) From any point in Zone No. 3 to any point in Zone No. 4, nine (9) cents.

(8) From any point in Zone No. 3 to any point in Zone No. 2, eight (8) cents.

(9) From any point in Zone No. 3 to any point in Zone No. 1, ten (10) cents.

(10) From any point in Zone No. 3 to any point in Zone No. 4, eleven (11) cents.

(11) From any point in Zone No. 4 to any point in Zone No. 1, seven (7) cents.

(12) From any point in Zone No. 4 to any point in Zone No. 2, nine (9) cents.

(13) From any point in Zone No. 4 to any point in Zone No. 3, eleven (11) cents.

III. That said New York and North Shore Traction Company be and it hereby is directed and required to print, file and publish, as provided by law, new or supplemental schedules, or amendatory schedules, embodying and covering all the changes in its regulations, practices and rates of fare prescribed by this order, and any other changes in said company's regulations, practices and service which may be necessitated by or incidental to the carrying out of the specific provisions of this order; and permission is hereby granted to said company to put such new or substituted schedules, or supplemental schedules, in effect one (1) day after filing the same with the Commission as hereinbefore provided.

IV. That this order shall take effect immediately and shall continue in force for and during the period of three years from and after the date thereof.

V. That within three days after the service of this order upon it said company shall notify the Commission in writing whether the terms of this order are accepted and will be obeyed.

Application by petition dated September 3, 1919, having been received from the City of New York, requesting a rehearing in respect to the above order, the Com-

mission on September 3, 1919, made an order (see blank form of rehearing order, page 157) directing that a rehearing be had in the matter of September 5, 1919, at 8 o'clock P. M. in the Town Hall, Flushing, Borough of Queens.

On September 30, 1919, the Commission made the following order:

IN THE MATTER  
OF THE  
Proposed discontinuance of service by THE NEW  
YORK AND NORTH SHORE TRACTION COMPANY.

Case No. 2411,  
Order Confirming Order of  
August 28, 1919  
September 30, 1919

An order having been made in the above-entitled matter on August 28, 1919, providing for the establishment of zones as specified therein by The New York and North Shore Traction Company upon that portion of its street surface railroad within the First District, and fixing and prescribing just and reasonable rates, fares and charges to be thereafter observed and in force as the maximum to be charged for the service to be performed on said portion of said street surface railroad, and by petition dated and verified September 3, 1919, The City of New York, by William P. Burr, Corporation Counsel, having made application for a rehearing in respect of the matters determined in and by said order and for a reversal or modification of said order; and said application for a rehearing having been duly granted and a rehearing having been duly held herein on September 5, 1919, before Honorable Lewis Nixon, Commissioner, Honorable Edward J. Glennon and Honorable Alfred M. Barrett, Deputy Commissioners, Watson B. Robinson, appearing for The New York and North Shore Traction Company, Vincent Victory, Assistant Corporation Counsel, appearing for The City of New York, Terence Farley, Counsel to the Commission, and Russell B. Burnside, Assistant Counsel, appearing for the Commission; and the Commission being of opinion after said rehearing that said application for a reversal or modification of said order should be denied and that said order should be in all respects confirmed;

*It is ordered,*

I. That the application of The City of New York for a reversal or modification of the order made herein on August 28, 1919, be and the same hereby is denied.

II. That said order of August 28, 1919, be and the same hereby is in all respects confirmed.

III. That this order shall take effect immediately.

### **New York Consolidated Railroad Company, South Brooklyn Railway Company — Transportation of passengers on Culver Line under changed conditions**

Case No. 2415,  
Hearing Order for New Proceeding

On September 19, 1919, the Commission in this case made the following order:

IN THE MATTER  
OF THE  
Hearing on the motion of the COMMISSION on the  
question of equipment, adequacy of service, regu-  
lations and practices of the NEW YORK CONSOLI-  
DATED RAILROAD COMPANY and the SOUTH BROOKLYN  
RAILWAY COMPANY in respect to the transportation  
of passengers on the Culver line under changed  
conditions.

Case No. 2415,  
Hearing Order for New  
Proceeding  
September 19, 1919

*It is hereby ordered,* That a hearing be had by and before the Commission on the 26th day of September, 1919, at 10:30 o'clock in the forenoon at the hearing room of the Commission, No. 49 Lafayette Street, in the Borough of Manhattan, City of New York, to inquire and determine as to the following matters and things among others, to wit:

1. Whether during the rush hours of the day and each and every other period of the day and night the New York Consolidated Railroad Company and the South Brooklyn Railway Company provide and operate cars and trains with sufficient frequency, and at reasonable and proper times, reasonably and adequately to accommodate the number of passengers transported or seeking to be transported by them or either of them upon the Culver line, and whether the New York Consolidated Railroad Company and the South Brooklyn Railway Company or either of them should be required to change, improve or add to their or either of their schedule of train operation and service on said line.

2. Whether the equipment, service, appliances, regulations and practices of the New York Consolidated Railroad Company and the South Brooklyn Railway Com-

pany, or either of them, with respect to the transportation of passengers on the Culver line are unjust, unsafe, improper, insufficient or inadequate and what would be just, safe, proper, sufficient and adequate equipment, service, appliances, regulations and practices for the said line.

3. The time or times within which and the manner in which such improvements, changes or additions, if any, should be required.

All to the end that the Commission may make such order or orders in the premises as will be just and reasonable.

*Further ordered.* That notice of said hearing be given to the New York Consolidated Railroad Company and the South Brooklyn Railway Company and also to Lindley M. Garrison, as Receiver of the New York Consolidated Railroad Company, by the service upon each of them, either personally or by mail, of a certified copy of this order; and said receiver is hereby notified of the hearing of September 26, 1919, hereinbefore provided for, and that at such hearing the Commission probably will desire to join him formally as a party to the proceeding.

At the close of the year no further order had been entered in this case.

### Brooklyn & North River Railroad Company — Proposed discontinuance of service

Case No. 2420,  
Hearing Order

The Commission having received a communication from S. W. Huff, President of the Brooklyn & North River Railroad Company, announcing that the said company was without funds with which to continue operation, that it had no credit, that its past history offered no prospect of a betterment of its condition and that there was no possibility of securing funds from any source with which to make up existing deficits and to continue operation; and the Commission being of the opinion that, in view of the statements contained in the said letter, a hearing should be had in the matter, made an order (see blank form of hearing order, page 157) on October 3, 1919, directing that a hearing be had in this matter on October 7, 1919, with respect to the general condition of said company, the service performed by it, the necessity of such service, the compliance by said company with all provisions of law, orders of the Commission and franchise and charter requirements and especially with reference to the allegation made by Mr. Huff, that for financial reasons, the company would be obliged to discontinue service. No order further than the one above had been entered in this case at the close of the year.

### New York and Queens County Railroad Company — Standards and schedules of service

Case No. 2086,  
Amendatory Order

On December 23, 1919, the Commission in this case made the following order:

IN THE MATTER  
OF THE  
Hearing on motion of the COMMISSION concerning  
the service of the NEW YORK AND QUEENS COUNTY  
RAILWAY COMPANY

Case No. 2086,  
Amendatory Order as to  
Standards and Schedules  
of Service  
December 23, 1919

An order having been duly made in this proceeding on June 25, 1918, known as Amending Order as to Standards and Schedules of Service, which, among other things, directed the New York and Queens County Railway Company to operate cars on its several lines according to certain schedules therein prescribed; and said order having provided that it should continue in effect for a period of eighteen months from the date thereof, and having reserved the right of the Commission to make other or further orders; and said order having been amended by an order made on August 21, 1918; and the Commission being of the opinion that the order of June 25, 1918, as amended, should be further extended, it is hereby

*Ordered.* That the last two paragraphs of said Amendatory Order of June 25, 1918, be and the same hereby are amended to read as follows:

"*Further ordered.* That this order shall take effect immediately, and shall remain in force until modified or abrogated by further order of the Commission."

(For the order of June 25, 1918, and the amendatory order thereof of August 21, 1918, see Volume I, Annual Report of the Commission for 1918, page 631.)

**Richmond Light and Railroad Company and Staten Island Midland Railway Company—Discontinuance of service**

Case No. 2444,  
Hearing Order

This proceeding was begun upon motion of the Commission to investigate the threatened discontinuance of service on the lines of the Richmond Light and Railroad Company and the Staten Island Midland Railway Company.

On December 23, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on December 29, 1919. At the close of the year the case was still pending.

**MISCELLANEOUS MATTERS**

**Brooklyn Edison Company, Inc. (formerly Kings County Electric Light and Power Company) and Edison Electric Illuminating Company—Application for approval of merger and execution of mortgage**

Case No. 2351,  
Approval Order  
Memorandum  
Denial Order

This proceeding was begun upon application by petition, dated and verified December 2, 1918, by the Kings County Electric Light and Power Company for an order by the Commission permitting it to merge the Edison Electric Illuminating Company of Brooklyn and to execute a mortgage to be designated as its general mortgage upon all its plant and property.

On January 27, 1919, the Commission adopted the following order and resolution:

**IN THE MATTER**

**OF THE**

Petition of **BROOKLYN EDISON COMPANY, INC.**, (formerly Kings County Electric Light and Power Company) for the permission and approval of the PUBLIC SERVICE COMMISSION OF THE STATE OF NEW YORK FOR THE FIRST DISTRICT to merge the EDISON ELECTRIC ILLUMINATING COMPANY OF BROOKLYN into and with itself and to execute a mortgage to be designated as its general mortgage upon all its plant and property

Case No. 2351,  
Order Approving Merger  
and Consenting to Mortgage  
January 27, 1919

Application having been received by the Public Service Commission for the First District from Kings County Electric Light and Power Company, a stock corporation, by its petition dated and verified December 2, 1918, praying (1) that such Commission give its permission and approval to the said Kings County Electric Light and Power Company, to merge into and with itself the Edison Electric Illuminating Company of Brooklyn, a stock corporation, pursuant to the statutes in such case made and provided, and (2) that said Commission consent to an issuance and execution by said Kings County Electric Light and Power Company of its general mortgage to Central Union Trust Company of New York as trustee, bearing date as of January 1, 1919; and said application having been brought on for hearing pursuant to a resolution of the Commission before the Commission and a hearing having been had thereon Messrs. Ingraham, Sheehan and Moran, by Samuel F. Moran, appearing for said applicant, and William P. Burr, Corporation Counsel, by Vincent Victory appearing for The City of New York, and Messrs. Oliver C. Semple and Jacob H. Goetz, Assistant Counsel, attending for the Commission, and the Commission having heard the testimony of witnesses and examined documents presented on such hearing and having duly considered the matter and it appearing that the name of the Kings County Electric Light and Power Company was, on January 10, 1919, changed to Brooklyn Edison Company, Inc., it is *Ordered*, as follows:

(1) That the permission and approval of the Public Service Commission for the First District be and the same hereby is given to the merger by Brooklyn Edison Company, Inc., into and with itself of the Edison Electric Illuminating Company of Brooklyn.

(2) That the consent of the Public Service Commission for the First District be and the same hereby is given to the issuance and execution by the Brooklyn Edison Company, Inc., of a certain mortgage described as follows:

A general mortgage bearing date as of January 1, 1919, to secure an issue of not to exceed one hundred million dollars of bonds of said company designated as general mortgage gold bonds issuable in series, the bonds of each particular series bearing interest at such rate, maturing at such date, redeemable at the option of the company upon such semi-annual interest payment dates, at such price and on such other terms, or convertible at the option of the holders thereof into the capital stock of the company or of any successor corporation upon such terms and after or between such dates, as shall be fixed and determined in respect of such series by the board of directors of such company and as shall be expressed in the bonds of such series.

The form of such mortgage submitted by said Brooklyn Edison Company, Inc., to the Commission is hereby approved and ordered filed and properly identified by a reference thereon to the resolution pursuant to which this order is issued;

*Provided, however,* That the permission and approval of the Commission for such merger is given on the following condition, and not otherwise, to wit:

That the permission and approval of the Commission to the said merger shall not be construed to revive or validate any lapsed or invalid franchise or to enlarge or add to the powers and privileges contained in the grant of any franchise or to waive any forfeiture, or to affect the rights or remedies of any party in any action or proceeding now pending to which the Kings County Electric Light and Power Company (now Brooklyn Edison Company, Inc.), the Edison Electric Illuminating Company of Brooklyn or any person or corporation under whom they or either of them may claim may be a party.

*Provided further,* That the consent of the Commission to the said mortgage is given on the following conditions, and not otherwise, to wit:

(1) That before the execution of the said mortgage the Brooklyn Edison Company, Inc., shall merge into and with it the Edison Electric Illuminating Company of Brooklyn in pursuance of the authority hereinbefore granted.

(2) That the consent of the stockholders of such Kings County Electric Light and Power Company, either in said name or under the name as changed to Brooklyn Edison Company, Inc., to said mortgage shall be given and certificate thereof filed as required by law.

(3) That this consent shall not prejudice inquiry and determination by the Commission as to the truth of any matter recited or stated in said mortgage.

(4) That the company shall have no authority to issue any bonds pursuant to the terms of said mortgage, except as may be hereafter authorized by the Commission.

*Further ordered,* That this order take effect forthwith and that within ten (10) days after service upon it of a copy of this order the said Brooklyn Edison Company, Inc., notify the Commission whether the terms of this order are accepted and will be obeyed.

*Resolved,* That the Public Service Commission for the First District adopt an order, presented in Case No. 2351, consenting to the execution and issuance of a certain mortgage by the Brooklyn Edison Company, Inc. (formerly the Kings County Electric Light and Power Company) to the Central Union Trust Company of New York, as trustee, said mortgage being in the form submitted by said Brooklyn Edison Company, Inc., to the Commission, being proof described as reprint of December 26, 1918, and identified by being marked as follows, to wit:

Exhibit 1 Resolution January 27, 1919, Case No. 2351. Dated, New York City, January 27, 1919.

On February 3, 1919, the Commission approved a memorandum (10 P. S. C. R. [1st Dist. N. Y.] 4) submitted by Commissioner Kracke in this case.

On May 3, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Petition of BROOKLYN EDISON COMPANY, INC., (formerly Kings County Electric Light and Power Company) for the permission and approval of the PUBLIC SERVICE COMMISSION OF THE STATE OF NEW YORK FOR THE FIRST DISTRICT to merge the EDISON ELECTRIC ILLUMINATING COMPANY OF BROOKLYN into and with itself and to execute a mortgage to be designated as its general mortgage upon all its plant and property

Case No. 2351,  
Order Denying Application  
of The City of New York  
for a Rehearing  
May 3, 1919

The Commission having made an order in the above-entitled matter on January 27, 1919, granting its permission and approval to the merger by Brooklyn Edison Company, Inc., into and with itself of the Edison Electric Illuminating Company of Brooklyn, and granting its consent to the issuance and execution by the Brooklyn Edison Company, Inc., of a certain mortgage, more specifically described in said order, said permission and approval and consent being given on the conditions set forth in said order; and by petition verified April 23, 1919. The City of New York by William F. Burr, Corporation Counsel, having made application for a

rehearing in the above-entitled matter; and, in the judgment of the Commission, sufficient reason for such rehearing not having been made to appear, it is  
*Ordered*, That said application of The City of New York for a rehearing be and the same hereby is denied.

**The Staten Island Rapid Transit Railway Company—Application for consent to condemn the one-half interest of James R. Nugent in certain real property**

Case No. 2361,  
Hearing Resolution with Notice  
Opinion  
Order Granting Application

This proceeding was begun upon petition verified March 5, 1919, by the Staten Island Rapid Transit Railway Company, for an order of the Commission consenting to the acquisition by the petitioner, by condemnation proceeding, of a one-half interest of James R. Nugent in certain real property situated in the former town of Brookfield, in the County of Richmond.

On March 15, 1919, the Commission adopted a resolution (see blank form of hearing resolution with notice, page 156) directing that a hearing be had in this matter on March 26, 1919.

On March 31, 1919, the Commission approved an opinion (10 P. S. C. R. [1st Dist. N. Y.] 35) rendered by Acting Chairman Whitney, recommending that the company's application be granted and, pursuant thereto, adopted the following order:

IN THE MATTER  
OF THE

Application of THE STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY for the consent of the PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT to condemn the one-half interest of James R. Nugent in certain real property owned by the petitioner and said James R. Nugent as tenants in common, situated in the former town of Brookfield, in the County of Richmond, State of New York

Case No. 2361,  
Order Granting Application to Condemn  
March 31, 1919

The Staten Island Rapid Transit Railway Company having made application to this Commission by petition verified March 5, 1919, pursuant to the provisions of Section 17 of the Railroad Law, as amended by Chapter 284 of the Laws of 1913, for the consent of this Commission to acquire, by condemnation proceedings, the undivided one-half interest of James R. Nugent in certain real property, owned by the petitioner and said Nugent as tenants in common, situated in the former town of Brookfield in the County of Richmond, State of New York, as hereinafter more fully described; and a hearing on said application having been duly held on March 26, 1919, before Hon. Travis H. Whitney, Acting Chairman, and before Hon. F. J. H. Kracke, Commissioners, H. C. Dickinson appearing for The Staten Island Rapid Transit Railway Company in support of said application, T. Ludlow Chrystie appearing for James R. Nugent in opposition thereto and Godfrey Goldmark, counsel to the Commission, attending; and testimony having been taken and the Commission being of the opinion that this application should be granted, it is

*Ordered*, That the consent of the Public Service Commission for the First District be and it hereby is granted to The Staten Island Rapid Transit Railway Company to acquire, by condemnation proceedings, the undivided one-half interest of James R. Nugent in that parcel of real property situated in the former town of Brookfield in the County of Richmond, State of New York, described as follows:

Beginning at a tack in an old stake being a point on the westerly side of Bridge Creek, the co-ordinates of which are south, fifty-nine hundred and six and four hundred fifty-four one-thousandths (5906.454) feet, and, west, thirty-nine thousand three hundred seventy-four and nine hundred ninety-four one-thousandths (39374.994) feet in the system established by the U. S. Coast and Geodetic Survey and topographical Bureau of the Borough of Richmond, which point is a southeasterly corner of lands of said Margaret D. Fitzpatrick; thence south 83 degrees 20 minutes 33 seconds west ten hundred ninety-six and nineteen one-hundredths (1096.19) feet to a tack in a stake in the centre of a small creek, being a point in the southwesterly corner of the three and four hundred seventy-nine one-thousandths (3.479) acres conveyed by Walter H. Crittenden and wife to Margaret D. Fitzpatrick by deed bearing date the 14th day of March, 1912, and recorded in the office of the clerk of Richmond County March 21, 1912; thence along the centre of the said creek south 14 degrees 08 minutes 30 seconds east one hundred fifty-one and fourteen one-hundredths (151.14) feet to a tack in a stake; thence still along the centre

of said creek, south, 40 degrees 30 minutes 40 seconds; west, one hundred fifty-three and twelve one-hundredths (153.12) feet to a tack in a stake; and which stake is also the northerly corner of land now or formerly of Erastus Brooks and Cornelius Dubois; thence south 0 degrees 56 minutes 50 seconds; west, eighty-one and eighty-four one-hundredths (81.84) feet, and along said land to a tack in a stake on the south side of said creek; thence south 38 degrees 17 minutes 35 seconds east nine hundred four and forty-six one-hundredths (904.46) feet along said land to the northerly bank of Bridge Creek; thence easterly, following the windings and turnings of the said Bridge Creek, to the point or place of beginning. Bearings given in this description are magnetic of year 1908. Containing sixteen and nine hundred seventy-nine one-thousandths (16.979) acres more or less. Together with all rights, title and interest to the aforesaid creek.

### The Long Island Railroad Company — Power supply

Case No. 2206,  
Discontinuance Order

On March 26, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE  
Hearing on the motion of the COMMISSION concerning  
the power supply of THE LONG ISLAND RAILROAD  
COMPANY on its electric divisions

Case No. 2206,  
Order Discontinuing Pro-  
ceeding  
March 26, 1919

A hearing having been duly had in this proceeding on May 21, 1917, and certain adjourned dates to and including October 11, 1917, C. L. Addison appearing for The Long Island Railroad Company, E. M. Deegan, Assistant Counsel to the Commission, attending; and it appearing, by a communication dated December 13, 1917, addressed to the Commission by the Pennsylvania Tunnel & Terminal Railroad Company, which has been furnishing electric current for the electrical operation of trains by The Long Island Railroad Company, that the Pennsylvania Tunnel & Terminal Railroad Company agreed to keep in the bunkers of its Long Island City power station, or in boats at the docks of said station, not less than 4,000 tons of coal of a kind and quality suitable for use in generating electricity at said power station, as a reserve supply not to be used except in cases of the failure, through an emergency or accident, in the ordinary and regular course of supply and delivery of coal at said power station, to replenish said reserve supply as soon as possible in case any part thereof is used, and to notify the Commission, through the master mechanic in charge of said power station, not later than 11 o'clock of the day following the time after said reserve supply of coal falls below the 4,000 tons, of such reduction of the coal reserve, the extent thereof and the steps which have been taken to replenish the supply, all as more fully appears in said communication of December 13, 1917; and the Commission being of opinion that, in view of such agreement by the Pennsylvania Tunnel & Terminal Railroad Company and the assurances given by the representative of the Long Island Railroad Company that such agreement would be faithfully complied with, an order should not be entered in this proceeding containing directory regulations, it is

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued, without prejudice to any other further proceeding in respect to the subject-matter thereof.

### Fifth Avenue Coach Company — Application for approval of extension of routes on Seventh Avenue and other streets in City of New York

Case No. 1647,  
Discontinuance Order

On April 17, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE  
Application of the FIFTH AVENUE COACH COMPANY  
for the Extension of routes under Section 23 of  
the Transportation Corporations Law upon Seventh  
avenue and other avenues and streets

Case No. 1647,  
Order Discontinuing Pro-  
ceeding without Preju-  
dice  
April 17, 1919

Petitions having been filed herein on February 25, 1918, January 22, 1914, March 21, 1914, and February 14, 1917, and it appearing from said petitions that the Fifth Avenue Coach Company had not obtained the franchise or consent from the Board of Estimate and Apportionment of the City of New York as required by

Chapter 769 of the Laws of 1913, and this matter having been held in abeyance for the purpose of enabling said company to obtain such consent or franchise, and no such franchise having been obtained, and the Commission being of the opinion that said petitions should now be dismissed without prejudice,

*Ordered*, That said petitions be and they are hereby severally dismissed without prejudice to such other or further application as the said Fifth Avenue Coach Company may make with respect to the subject-matter hereof.

(See Volume I, Annual Report of the Commission for 1913, page 349.)

**The Long Island Railroad Company, Pennsylvania Tunnel and Terminal Railroad Company and the Pennsylvania Railroad Company—Application for approval of an extension of an agreement dated June 24, 1912, for trackage rights into and the use of the Pennsylvania Station**

**Case No. 2877,  
Approval Order**

This proceeding was begun upon application by petition, dated June 3, 1919, by the Long Island Railroad Company and the Pennsylvania Tunnel and Terminal Railroad Company for the approval of the Commission of an extension until July 1, 1920, of the agreement, dated June 24, 1912, between The Pennsylvania Tunnel and Terminal Railroad Company, the Pennsylvania Railroad Company (operating agent of the Pennsylvania Tunnel and Terminal Railroad Company) and The Long Island Railroad Company, granting to the Long Island Railroad Company trackage rights between Sunnyside Yard, Long Island City, and Pennsylvania Station, Borough of Manhattan, and for the use of such station and yard.

On June 20, 1919, the Commission made the following order in this case:

**IN THE MATTER**

**OF THE**

**Application of THE LONG ISLAND RAILROAD COMPANY and the PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY for the approval by the PUBLIC SERVICE COMMISSION for the FIRST DISTRICT of an extension of a certain agreement, dated June 24, 1912, between the PENNSYLVANIA TUNNEL AND TERMINAL RAILWAY COMPANY, THE PENNSYLVANIA RAILROAD COMPANY, as operating agent for the Tunnel Company, and THE LONG ISLAND RAILROAD COMPANY, for trackage rights into and the use of the Pennsylvania Station, Borough of Manhattan, etc., from July 1, 1919 to July 1, 1920**

**Case No. 2877,  
Order Approving Trackage  
Agreement  
June 20, 1919**

The Long Island Railroad Company and the Pennsylvania Tunnel and Terminal Railroad Company having made application by petition, duly verified September 10, 1912, for the Commission's approval of an agreement, dated June 24, 1912, between the Pennsylvania Tunnel and Terminal Railroad Company, The Pennsylvania Railroad Company (operating agent of the Pennsylvania Tunnel and Terminal Railroad Company) and The Long Island Railroad Company, granting to The Long Island Railroad Company trackage rights between Sunnyside Yard, Long Island City, and Pennsylvania Station, Borough of Manhattan, and for the use of such station and yard for the period ending July 1, 1913, and thereafter indefinitely until terminated by notice, and the Commission having thereafter, after hearings, made and filed orders wherein and whereby the said agreement was approved by the Commission for a term of one year, the approval last given by the Commission being for the further term of one year from July 1, 1918, and the said companies by their petition, dated June 3, 1919, having applied for the approval of the Commission of an extension of said agreement until July 1, 1920, and said last-named application having been duly considered by the Commission, it is

*Ordered*, That the said agreement between the Pennsylvania Tunnel and Terminal Railroad Company, The Pennsylvania Railroad Company (operating agent of the Pennsylvania Tunnel and Terminal Railroad Company), of the first part, and The Long Island Railroad Company, of the second part, dated June 24, 1912, be and it hereby is approved for the further term of one year, namely, one year from July 1, 1919, and for the definite terms of compensation fixed therein; and it is

*Further ordered*, That if said agreement is continued in force and effect after July 1, 1920, the said companies shall make further application for the further approval of this Commission; and it is



*Further ordered*, That if the terms of compensation are changed and a more convenient basis of division agreed upon by officers of the said companies, the said new basis of division or the said new compensation shall be submitted to the Commission for its approval.

*Further ordered*, That this order take effect immediately.

*Further ordered*, That on or before July 1, 1919, The Long Island Railroad Company and the Pennsylvania Tunnel and Terminal Railroad Company notify the Commission in writing whether the terms of this order are accepted and will be obeyed.

**The New York and Queens County Railway Company—Application for permission to suspend operation of cars on Flushing Meadows between Summit Avenue and Jackson Avenue, Borough of Queens**

**Case No. 1996,  
Suspension Order**

Application in writing, dated June 23, 1919, having been made by the New York and Queens County Railway Company, for permission to continue the suspension of the operation of cars on Flushing Meadows between Summit Avenue and Jackson Avenue, in the Borough of Queens, City of New York, for and during the time required for filling in said meadows, the Commission in this case on June 27, 1919, made an order granting the Company permission to suspend such operation of cars, for and during the period of one year, from and after July 29, 1919, subject, however, to conditions as follows and not otherwise,

(a) That said Company will continue the through operation of cars through Summit Avenue, Pell Street and Jackson Avenue at least to Flushing Bridge until such time as the operation of cars across the Flushing Meadows shall have been resumed.

(b) That if, prior to the expiration of the period of the suspension hereinbefore specified, the work of filling in the said meadows shall be completed so that it is practicable to lay tracks thereon, said Company will, as soon as possible, after such completion lay down its tracks across said meadows and resume the operation of cars thereon.

(For original suspension order, adopted July 31, 1916, see Appendix A to Volume I of the Annual Report of the Commission for 1916, page 75.)

**Pennsylvania Tunnel and Terminal Railroad Company and Pennsylvania Railroad Company—Approval of proposed operating agreement**

**Case No. 2412,  
Approval Order**

On August 22, 1919, the Commission in this case made the following order:

**IN THE MATTER**

**OF THE**

Application of the PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY for the approval by the PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT, STATE OF NEW YORK, of an extension for a period of eleven months to July 31, 1920, of an agreement between the said company and the PENNSYLVANIA RAILROAD COMPANY for the operation of the railroad and appurtenances of the PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY by the PENNSYLVANIA RAILROAD COMPANY as agent

Case No. 2412,  
Order Approving Agreement  
August 22, 1919

The Pennsylvania Tunnel and Terminal Railroad Company having made application, by petition, verified August 18, 1919, to the Public Service Commission for the First District, State of New York, for approval of an agreement, made and entered into August 16, 1919, between the said Pennsylvania Tunnel and Terminal Railroad Company and the Pennsylvania Railroad Company extending for a period of eleven (11) months from and after August 31, 1919, and to and including July 31, 1920, a certain agreement dated September 14, 1917, between said com-

panies for the operation of the railroad and appurtenances of the Pennsylvania Tunnel and Terminal Railroad Company by the Pennsylvania Railroad Company as agent.

Now, after due consideration, it is

*Ordered*, That the prayer of the petitioner be and it is hereby granted and that the extension of the said agreement, dated September 14, 1917, between the Pennsylvania Tunnel and Terminal Railroad Company and the Pennsylvania Railroad Company, a copy of which is annexed to the petition herein, for a period of eleven (11) months from and after August 31, 1919, to and including July 31, 1920, be and it is hereby approved on condition, however, that the extension of the said agreement shall not be taken or construed as in any way affecting the legal obligation of the Pennsylvania Tunnel and Terminal Railroad to the State of New York, to the City of New York or to the public.

**South Brooklyn Railway Company and Prospect Park and South Brooklyn Railroad Company and the New York and Coney Island Railroad Company**  
—Authorization to purchase and acquire capital stock

Case No. 1512.

Hearing Order on Supplemental Petition

On August 29, 1919, the Commission in this case made the following order:

IN THE MATTER OF THE PETITION

OF THE

**SOUTH BROOKLYN RAILWAY COMPANY** for authorization to purchase and acquire capital stock of the **PROSPECT PARK AND SOUTH BROOKLYN RAILROAD COMPANY** and the **NEW YORK AND CONEY ISLAND RAILROAD COMPANY**

Case No. 1512.  
Order Directing Hearing  
on Supplemental Petition  
August 29, 1919

The petition of the South Brooklyn Railway Company, dated and verified May 23, 1912, praying that the petitioner be authorized to purchase and acquire capital stock of the Prospect Park and South Brooklyn Railroad Company and of the New York and Coney Island Railroad Company, having been received and a hearing having been had thereon, and the Commission having made an order on June 2, 1912, authorizing the purchase and acquisition by the South Brooklyn Railway Company of 495 shares of the capital stock of the Prospect Park and South Brooklyn Railroad Company and 820 shares of the capital stock of the New York and Coney Island Railroad Company at a price not to exceed \$112 per share, subject to an adjustment of interest and dividends, and the South Brooklyn Railway Company having now made application to the Commission by supplemental petition, verified August 14, 1919, pursuant to the provisions of Section 54 of the Public Service Commissions Law, for authorization to purchase and acquire 75 additional shares of capital stock of the New York and Coney Island Railroad Company, as in said petition set forth, it is

*Ordered*, That said petition be heard by and before said Commission in its hearing room at No. 40 Lafayette Street, Borough of Manhattan, City and State of New York, on the 3rd day of September, 1919, at 2:30 o'clock in the afternoon.

**Louis Riedl**—Authority to exercise right to operate bus lines under temporary permit granted by Board of Estimate and Apportionment of The City of New York

Case No. 2417.

Order Granting Permission to Exercise  
Right to Operate Bus Lines  
Certificate of Convenience and Necessity  
Special Permission

On September 19, 1919, the Commission in this case made the following order and issued the following certificate and special permission:

IN THE MATTER

OF THE

Application of **LOUIS RIEDL** for a certificate of public convenience and necessity and for permission, under Section 53 of the Public Service Commissions Law, to exercise a right to operate bus lines under a temporary permit granted by the Board of Estimate and Apportionment of The City of New York

Case No. 2417.  
Order Granting Permission  
to Exercise a Right to  
Operate Bus Lines  
September 19, 1919

**Louis Riedl** having, on September 19, 1919, applied to this Commission for permission to operate temporarily certain bus lines in the City of New York; and

it appearing, by said application, that the Board of Estimate and Apportionment of The City of New York, on September 18, 1919, granted to said Louis Riedl, by a temporary permit for a period not exceeding ninety days, and revocable by the city upon ten days' notice, a right to operate bus lines on certain streets, avenues and highways in the City of New York, set forth in a certain tariff schedule, to wit, Local Passenger Tariff No. 1, issued and filed by said Louis Riedl on September 19, 1919, and effective September 20, 1919; and it further appearing that the said bus lines are intended to serve the public residing on or in the vicinity of the routes of certain surface street railroad lines operated by the Receiver of the New York Railways Company, which lines are to discontinue operation under order of the United States District Court for the Southern District of New York, and that the operation of said bus lines is necessary to prevent an interruption of service, following the discontinuance of operation on said surface street railroad lines, and is necessary and convenient for the public service, it is

*Ordered*, That the permission of this Commission be and it hereby is granted to said Louis Riedl to exercise the right, granted by the said temporary permit of the Board of Estimate and Apportionment, to operate the stage or omnibus routes set forth in said Local Passenger Tariff No. 1, for a period not longer than the life of said temporary permit; provided, however, and this permission is granted upon the express condition and understanding that the said Louis Riedl shall promptly comply with each and every order, rule and regulation of the Commission applicable thereto, and that, in the event of his failure to do so, this permission may be withdrawn and this order revoked on one day's notice; and provided further that nothing in this order or in any order or certificate granted in this case shall be taken or construed as an admission that the said temporary permit constitutes or is equivalent to a franchise.

Before the Public Service Commission for the First District, No. 49 Lafayette Street, Borough of Manhattan, New York City, 19th day of September, 1919

Present:

HONORABLE LEWIS NIXON,  
*Commissioner*

IN THE MATTER  
OF THE

Application of LOUIS RIEDL for a certificate of public convenience and necessity and for permission, under Section 53 of the Public Service Commissions Law, to exercise a right to operate bus lines under a temporary permit granted by the Board of Estimate and Apportionment of The City of New York

Case No. 2417.  
Certificate of Convenience  
and Necessity

Louis Riedl having on September 19, 1919, applied to this Commission, under Section 53 of the Public Service Commissions Law and under Section 25 of the Transportation Corporations Law, for a certificate of public convenience and necessity for the operation of stage or omnibus routes in the Borough of Manhattan, City of New York, in the streets, avenues and highways described on Local Passenger Tariff No. 1 issued and filed by Louis Riedl on September 19, 1919; and the Commission, having determined that public convenience and necessity require temporarily the operation of said stage or omnibus routes,

*Now, therefore*, the Public Service Commission for the First District does hereby certify that public convenience and necessity require temporarily the operation of such stage or omnibus routes over the said streets, avenues and highways.

PUBLIC SERVICE COMMISSION  
FOR THE FIRST DISTRICT

By LEWIS NIXON  
*Commissioner*  
By JAMES B. WALKER  
*Secretary*

IN THE MATTER  
OF THE

Filing on short notice by LOUIS RIEDL Local Passenger Tariff No. 1, providing for operation of certain omnibus lines in the Borough of Manhattan.

Special Permission  
No. 631  
September 19, 1919

*Whereas*, Louis Riedl has made application to this Commission, under date of September 19, 1919, for permission to put into effect, on one day's notice (September 20, 1919) to the public and the Commission, Local Passenger Tariff No. 1, providing for operation of certain omnibus lines in the Borough of Manhattan, designated as the (a) Madison Street Line; (b) Spring and Delancey Street Line; (c) Avenue C Line; and (d) Sixth Avenue Ferry Line, all as described in detail in said application, and

*Whereas*, Good cause having been shown why such permission should be granted, *Therefore*, it is

*Ordered*, That permission be and the same is hereby granted to Louis Riedl to file and put into effect on September 20, 1919, the local passenger tariff herein described.

**Stages or Omnibuses — Complaint of Henry A. Rubino *et al.* as to operation on 8th Avenue in the Borough of Brooklyn**Case No. 2437,  
Hearing Order

This proceeding was begun upon complaint of Henry A. Rubino *et al.*, by petition, dated November 26, 1919, that stages or omnibuses were being operated on Eighth Avenue, in the Borough of Brooklyn, City of New York, for the transportation of passengers and that such stages or omnibuses were acting as carriers of passengers for hire in violation of the laws of the State of New York. On December 5, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on December 12, 1919.

At the close of the year this proceeding was pending.

**Street Railroad Corporations — Conservation of fuel**Case No. 2441,  
Order

On December 10, 1919, the Commission in this case made the following order:

IN THE MATTER  
OF THE  
Conservation of Fuel by STREET RAILROAD CORPORATIONS within the First Public Service District of the State of New York

Case No. 2441  
Order  
December 10, 1919

*It is ordered*, That all street railroad corporations within the First Public Service District of the State of New York be and they are hereby directed and required to cut off lights, air compressors and heaters on all cars immediately after such cars have been taken from service, excepting only such cars as have to be moved for the purpose of inspection or repair or are at the time being cleaned and that such lights, air compressors and heaters after having been so cut off shall not be again turned on until the said cars are again put into service.

*Further ordered*, That this order shall take effect immediately.

**OTHER MATTERS RELATING TO ELECTRICAL CORPORATIONS****The New York Edison Company — Complaint of the Acker, Merrill & Condit Company as to alleged failure to furnish breakdown service**Case No. 2279,  
Denial Order  
Resolution Authorizing Execution of Return  
to Writ of Certiorari

On January 23, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE  
Complaint of ACKER, MERRALL & CONDIT COMPANY, a Corporation,  
*against*  
THE NEW YORK EDISON COMPANY

Case No. 2279,  
Order Denying Application  
for Rehearing  
January 23, 1919

An order having been duly made by the Commission in the above-entitled matter on December 31, 1918 directing The New York Edison Company to furnish to Acker, Merrill & Condit Company electric current and electric service for light and power purposes as in the said order more fully set forth; and The New York Edison Company having made application dated January 20, 1919 for a rehearing in respect to the said order and determination of the Commission, and, in the judgment of the Commission, sufficient reason therefor not having been made to appear, it is

*Ordered*, That the said application for rehearing be and the same hereby is in all respects denied.

The company thereafter obtained from the Supreme Court, New York County, a writ of certiorari to review the Commission's order in this case of December 31, 1918. On April 24, 1919, the Commission adopted the following resolution:

*Whereas*, Counsel has submitted to the Commission a proposed return to the writ of certiorari allowed February 8, 1919 in "People of the State of New York upon relation of The New York Edison Company, Relator, against Public Service Commission for the First District of the State of New York, and Travis H. Whitney, Charles S. Hervey and F. J. H. Kracke, as Commissioners thereof, and Acker, Merrill & Condit Company, Respondents."

*Resolved*, That the Acting Chairman and Secretary be and they are hereby authorized to execute the said return and attest it under the seal of the Commission.

### **Edison Electric Illuminating Company of Brooklyn — Complaint of William H. Jackson Company as to alleged refusal to furnish electric current**

Case No. 2346,  
Rehearing Resolution  
Dismissal Order

This proceeding was begun in 1918 upon complaint of William H. Jackson Company, against the Edison Electric Illuminating Company of Brooklyn, as to the alleged refusal of the latter to furnish sufficient electric current for power purposes at Nos. 835-836 Carroll Street, Brooklyn. (See Volume I, Annual Report of the Commission for 1918, page 661.)

Upon application by petition dated January 11, 1919, by the Edison Electric Illuminating Company of Brooklyn, for a rehearing in respect to the terms of the order entered in this case on December 31, 1918, the Commission, on January 23, 1919, adopted a resolution (see blank form of rehearing resolution, page 157) directing that a rehearing be had on January 27, 1919, to the end that the Commission might inquire and determine whether, after such rehearing and a consideration of the facts, the said order or any part thereof was in any respect unjust and unwarranted or should be changed.

On February 18, 1919, the Commission adopted an order dismissing the application.

### **Electrical Corporations — Meter testing practices, furnishing meters on premises of consumers and standard form of reports on tests**

Case No. 2202,  
Suspension Order  
Amendatory Order

On February 3, 1919, the Commission in this case adopted the following order:

#### **IN THE MATTER**

#### **OF THE**

Hearing on the motion of the COMMISSION on the question of meter testing practices of all ELECTRIC LIGHT CORPORATIONS within the First District furnishing meters on premises of consumers and standard form of reports on such tests

Case No. 2202,  
Order Suspending Sections  
8 and 9 of Order Prescribing Rules and Regulations  
February 3, 1919

The Edison Electric Illuminating Company of Brooklyn (now named the Brooklyn Edison Company, Inc.) having made application to the Commission by letter dated September 10, 1918 for the suspension of certain requirements contained in the order in the above-entitled proceeding made May 23, 1917 as amended by the order made therein on April 3, 1918; and the Commission having made an order in the above-entitled proceeding on November 29, 1918 suspending for a period of six months from November 29, 1918 the requirements of Section 7 of the said order of May 23, 1917 and of Section 8 of the said order of May 23, 1917 as amended by the said order of April 3, 1918; and thereafter the Edison Electric Illuminating Company of Brooklyn (now named the Brooklyn Edison Company, Inc.) having made further application dated January 23, 1919 asking that the requirements of Sections 8 and 9 of the said order of May 23, 1917 as amended by the said order

of April 3, 1918 be suspended, it being the intent of the last mentioned application to apply for a suspension of said Sections 8 and 9 but to continue in effect said Section 7, and sufficient reason for the granting of the said application having been made to appear, it is

*Ordered*, That the order made in the above-entitled proceeding on November 29, 1918 suspending the requirements of Sections 7 and 8 of the said order of May 23, 1917 as amended by the order of April 3, 1918 be and the same hereby is abrogated.

*Further ordered*, That the requirements of Sections 8 and 9 of the said order of May 23, 1917 as amended by the said order of April 3, 1918 be and the same hereby are suspended.

*Further ordered*, That this order shall take effect immediately and the suspension of the requirements of said Sections 8 and 9 shall remain in effect for a period of six months from November 29, 1918.

On August 22, 1919, the Commission adopted the following order:

**CASE NO. 2202, ORDER AMENDING ORDER PRESCRIBING RULES AND REGULATIONS**

(August 22, 1919)

The Commission, after hearing duly had, having on May 23, 1917, made an order herein prescribing "Rules and Regulations relative to the Testing of Watt-hour Meters and to the Reporting of Such Tests" and directing all electric light corporations within the first public service district furnishing meters on premises of consumers to comply with such rules and regulations and R. H. Nexsen, Electrical Engineer of the Commission, having recommended that the said rules and regulations be changed and amended as hereinafter appears and the Commission being of opinion that the changes and amendments so recommended ought to be made, it is

*Ordered*, That subdivision A of Section 8 of the said Rules and Regulations be and it is hereby amended to read as follows:

A. Meters up to and including twenty-five (25) amperes rated capacity shall be tested at least once every thirty (30) months.

*Further ordered*, That subdivision A of Section 9 of the said Rules and Regulations be and it is hereby amended to read as follows:

A. Single phase meters up to and including twenty-five (25) amperes rated capacity shall be tested at least once in every forty-two (42) months.

*Further ordered*, That this order take effect immediately and continue in force until changed or abrogated by the Commission.

(For the order of May 23, 1917, see Appendix A to Volume I, Annual Report of the Commission for 1917, page 226, and for the orders entered in 1918, see Volume I, Annual Report of the Commission for 1918, page 659.)

**Electrical Corporations — Certifying types of electric current energy meters  
(Watt-hour meters)**

Case No. 1100,  
Amendatory Resolution  
Approval Orders

The Commission in this case on March 11, 1919, adopted the following resolution:

IN THE MATTER

OF

Certifying an additional type of electric current  
energy meter (Watt-hour meters)

Case No. 1100,  
Amendatory Resolution  
Approving an Additional  
Type of Electric Current  
Energy Meter (Watt-  
hour Meter)  
March 11, 1919

*Whereas*, by resolution adopted October 26, 1909, this Commission certified certain types of watt-hour meters as conforming to specifications adopted by the Public Service Commission for the First District on June 25, 1909, and

*Whereas*, said resolution of October 26, 1909 has been amended from time to time by resolutions certifying additional types of meters, and

*Whereas*, it is now desired to certify an additional type of meter,

*Now, therefore*, it is

*Resolved*, That the resolution of October 1, 1918 be amended by inserting under the words "2 wire Report No. 5—1000" the following "3 wire Report No. 6—1100", and under the sub-heading of "Circuits" insert after the words "copper bar", the following: "The current coils of the three wire meter consist of two horizontal copper bars", and under the sub-heading of "ratings" insert under the words "2 wire 120 volts 2000—10,000 amperes," the following: "3 wire 240 volts 2000—6,000 amperes."

*Further resolved*, That this Resolution take effect forthwith.

On July 29, 1919, the Commission made the following order:

CASE NO. 1100, ORDER APPROVING ADDITIONAL TYPES OF METER  
(July 29, 1919)

*Whereas*, By resolution adopted October 26, 1909, this Commission certified certain types of watt-hour meters as conforming to specifications adopted by the Public Service Commission for the First District on June 25, 1909; and

*Whereas*, Said resolution of October 26, 1909, has been amended from time to time by resolutions certifying additional types of meters; and

*Whereas*, It is now desired to certify an additional type of meter,

*Now, therefore*, it is

*Ordered*, That the following additional type of electric current energy meter be, and it hereby is, approved for use on direct current circuits in this District:

*Sangamo Electric Company*

Three wire, Report No. 127-1100.

*Type D-5*

*General*: This type of meter is similar to the Type D-5 two wire except as enumerated below. It is a combination of two, two wire type D-5 elements placed side by side on a common base and provided with a common register.

*Shape of meter*: Rectangular.

*Cover*: The cover is rectangular in shape, of non-magnetic metal and is held in position by two studs with wing nuts. There is a register window.

*Base*: The base is of cast iron and supports the internal parts of the meter.

*Terminals*: The terminal box is at the bottom of the base. It contains the interconnections for the two elements. The unshunted and internally shunted meters have six terminals.

Three line terminals on the left and three load on the right. The externally shunted meters have five terminals. Three line on the left and two load on the right.

*Register*: The register is rectangular in shape having four dials. Two worm wheels on the recording train engage with the shafts of the two moving elements. The total energy of the two elements is integrated on the dial of the meter by means of a differential gearing within the recording train. The train is held in position on a bracket connecting the two elements by a lever locking device operated from the top and front so that the train may be readily removed and replaced.

*Ratings*: 3 wire, 110-220 volts, 10 amperes in self contained meters 25-75 amperes internal shunt and 100-150 amperes with external shunts.

*Accessories*: External shunts.

*Further ordered*, That this order take effect at once.

On August 15, 1919, the Commission made the following orders:

CASE NO. 1100, ORDER APPROVING ADDITIONAL TYPE OF METER  
(August 15, 1919)

*Whereas*, by resolution adopted October 26, 1909, this Commission certified certain types of watt-hour meters as conforming to specifications adopted by the Public Service Commission for the First District on June 25, 1909; and

*Whereas*, said resolution of October 26, 1909, has been amended from time to time by resolution certifying additional types of meters; and

*Whereas*, It is now desired to certify an additional type of meter,

*Now, therefore*, it is

*Ordered*, That the following additional type of electric current energy meter be, and it hereby is, approved for use on alternating current circuits in this district:

*General Electric Co.*

*Type Ds-7*

Two Phase, 3 and 4 wire, Report No. 128-1100

Three Phase, 3 wire, Report No. 129-1100

This type of meter is similar to the Type 16-6 but differs in its housing and finish. The cover consists of a brass frame with plate glass windows set in putty. It seats on a machined surface of the base and is held by six brass studs. The various parts of the meter are finished in dull black or polished brass or copper. *Ratings*: 2 phase, 3-4 wire, 25-60 cycles, 110-220 volts, 5-150 amps.

3 phase, 3 wire, 25-60 cycles, 110-220 volts, 5-150 amps.

*Accessories*: Current and potential transformers.

*Further ordered*, That this order take effect at once.

CASE NO. 1100, ORDER APPROVING ADDITIONAL TYPE OF METER  
(August 15, 1919)

*Whereas* by resolution adopted October 26, 1909, this Commission certified certain types of watt-hour meters as conforming to specifications adopted by the Public Service Commission for the First District on June 25, 1909; and

*Whereas* said resolution of October 26, 1909, has been amended from time to time by the resolutions certifying additional types of meters; and

*Whereas* it is now desired to certify additional types of meter,

*Now, therefore*, it is

*Ordered*, That the following additional types of electric current energy meters be and they hereby are approved for use on alternating current circuits.

*General Electric Company's Meter Type D 8-5.*

Three phase — Four Wire — Cuts No. 125, No. 125A and No. 125B.

This type of meter is similar to the Type D 8-5 except it has three current elements. One current element is divided into four coils connected in series. One

being mounted on each upper meter element current coil core, and one on each lower meter element current coil core.

*Ratings:* 4 wire 110-120 Volt—5 Amperes.

*Accessories:* Current and potential transformers.

*General Electric Company's Meter Type D 8-6*

Three phase—Four Wire—Cuts No. 126, No. 126A and No. 126B.

This type of meter is similar to the Type D 8-6 except it has three current elements. One current element is divided into four coils connected in series. One being mounted on each upper meter element current coil core, and one on each lower meter element current coil core.

*Ratings:* 4 wire—110-120 Volts—5 Amperes.

*Accessories:* Current and potential transformers.

*Further ordered,* That this order take effect at once.

(For the resolution of October 26, 1909, see Volume II, Annual Report of the Commission for 1909, page 453, and for the resolution of October 1, 1918, see Volume I, Annual Report of the Commission for 1918, page 654.)

### Electrical Corporations—Matter of certifying attachment to types of electric current energy meters and standard form of report on such test

Case No. 1451,  
Amendatory Resolutions  
Amendatory Orders

On March 11, 1919, the Commission in this case adopted the following resolution:

#### IN THE MATTER

OF

Certifying a modified attachment to types of electric current energy meters. (Watt-hour meters.)

Case No. 1451,  
Amendatory Resolution  
March 11, 1919

*Whereas* by resolution adopted on January 12, 1912, the Commission approved a certain attachment (or combination of attachments) for use in connection with certain types of meters and a standard form of report concerning the same; and

*Whereas* from time to time, since said date, the Commission has adopted various amendatory resolutions approving certain additional devices for use in connection with certain types of meters, and certain amendatory resolutions authorizing the use of approved devices in connection with additional types of meters, and

*Whereas* under date of January 30, 1919, the New York Edison Company made application to the Commission for approval of the General Electric Company's Watt-hour Meter Contactor Type D-2 modified, the Type D-2 having been heretofore approved by the Commission by resolution dated January 20, 1916 and in amendatory resolution dated June 27, 1917.

*Now, therefore,* it is *resolved* that the resolution of June 27, 1917 be amended by inserting on page 3, after the words "as shown in Section II of the resolution," the following:

"Contactor Type D-2—Second Modification"

"Similar to Type D-2 except that the insulated cam is mounted on a separate shaft from that of the worm wheel and has a reduction gear interposed between it and the worm wheel shaft."

*Further resolved* that the resolution take effect forthwith.

On March 26, 1919, the Commission adopted the following resolution:

#### IN THE MATTER

OF

Certifying an attachment to types of electric current energy meters and a standard form of report on testing same.

Case No. 1451,  
Amendatory Resolution  
March 26, 1919

*Whereas* it is desired to permit the Electrical Corporations within the First District to use approved types of contact devices for watt-hour meters in combination with approved types of watt-hour meters, without additional approval of the combinations,

*Now, therefore,* it is

*Resolved* that any approved type of watt-hour meter contact device may be used in combination with any approved type of watt-hour meter, provided the mechanical or electrical operation is not altered.

*Resolved* that this resolution shall take effect immediately and continue in force until abrogated or amended.



On April 17, 1919, the Commission adopted the following resolution :

IN THE MATTER  
OF  
Certifying an attachment to types of electric current energy meters. (Watt-hour meters.)

Case No. 1451,  
Amendatory Resolution  
April 17, 1919

*Whereas*, under date of March 18, 1919, the United Electric Light and Power Company made application for approval of a contact-making clock, known as the United Type EW which is manufactured by them, and

*Whereas*, said device having been examined in the Electrical Laboratory and sufficiently tested to indicate that it will satisfactorily perform its functions, *Now, therefore*, it is

*Resolved*, That the following device is approved for use in combination with any approved type of maximum demand recorder having a predetermined time interval that is controlled by an external timing device.

*United Electric Light and Power Company*

United Type EW, contact-making clock — Cut 512.

This device is designed to close an electric circuit for a moment at the end of a predetermined time interval and consists of a time mechanism with dial, hour and minute hands and a contact mechanism; both mechanisms are driven by a Warren self-starting synchronous motor.

A circular iron base supports the mechanisms which are enclosed by a circular sealable glass cover.

The time mechanism is geared to the synchronous motor and has mounted upon the minute-hand shaft a brass cam which releases the contact mechanism for operation. The cam may have 1, 2, 4, 6 or 12 teeth.

The contact mechanism also is geared to the synchronous motor which supplies energy to a barrel spring that is always under tension; the continuous operation of the motor increases the spring tension during the time interval and the extra tension is released at the end of the interval due to the brass cam which allows the barrel spring to drive a single-tooth fibre cam one revolution, forcing two parallel springs into momentary contact.

The two contact springs are mounted upon and insulated from a metal stud. Each spring has a contact point located near the end and directly opposite each other.

Motor Ratings: 120 volts — 25, 60, 62.5 cycles.

Time Ratings: 5, 10, 15, 30, 60 minute intervals.

*Further resolved*, That the approval hereby granted shall take effect immediately and shall remain in force until amended, or abrogated by the Commission.

On May 13, 1919, the Commission made the following order:

IN THE MATTER  
OF  
Certifying an attachment to types of electric current energy meters (Watt-hour meters.)

Case No. 1451,  
Amendatory Order of  
Commission  
May 13, 1919

*Whereas*, Under date of April 18, 1919, the New York Edison Company made application for approval of a contact-making clock, designated as the Warren Meter Clock Movement, Type C., which is manufactured by the Warren Clock Company of Ashland, Massachusetts, and

*Whereas*, Said device has been examined in the Electrical Laboratory and sufficiently tested to indicate that it will satisfactorily perform its functions, *Now, therefore*, it is

*Resolved*, That the following device is approved for use in combination with any approved type of maximum demand recorder having a predetermined time interval that is controlled by an external timing device.

*The Warren Clock Company.*

Warren Meter Clock Movement, Type C. Cuts 513-514-515

This device is designed to close an electric circuit for a moment at the end of a predetermined time interval and consists of a time mechanism with dial hour and minute hands and a contact mechanism; both mechanisms are driven by a Warren self-starting synchronous motor.

A brass frame supports both mechanisms, the frame being mounted on a circular iron base and enclosed by a circular sealable glass cover.

The time mechanism is geared to the synchronous motor.

The contact mechanism, through a driving pin and dowel pin, also is geared to the synchronous motor, which rotates a shaft, on which are rigidly mounted an unbalanced wheel and a fibre cam. During the time interval the continuous operation of the motor forces the wheel and cam to the position of dynamic unbalance; which position coincides with the end of the interval. The wheel then automatically and quickly turns to the position of equilibrium, during which

movement the fibre cam forces two parallel springs into momentary contact. The fibre cam is so designed as to render contact of springs possible only in the normal direction of operation of the cam.

The two contact springs are mounted upon and insulated from a metal stud on the frame. Each spring has a contact point located near the end, these points being directly opposite each other.

Motor Ratings: 110 volts — 25, 60, 62.5 cycles.

Time Ratings: 5, 10, 15, 30, 60 minute intervals.

Further resolved, That the approval hereby granted shall take effect immediately and shall remain in force until amended or abrogated by the Commission.

On June 23, 1919, the Commission made the following order:

IN THE MATTER

OF

Certifying attachments to types of electric current energy meters

Case No. 1451,  
Amendatory Order  
June 23, 1919

Whereas it is desired to permit the Electrical Corporations within the First District to use, without additional approval of the combinations, any approved type of maximum demand indicator or recorder, external to but electrically operated by a watt-hour meter in combination with any approved type of watt-hour meter and any approved type of contact device, provided the mechanical or electrical operation of the contact device is not altered.

Now, therefore, it is

Ordered that any approved type of maximum demand indicator or recorder, external to but electrically operated by a watt-hour meter, may be used in combination with any approved type of watt-hour meter and any approved type of contact device provided the mechanical or electrical operation of the contact device is not altered. It is also

Ordered that this Order shall take effect immediately and continue in force until abrogated or amended.

(For the resolution of January 12, 1912, see Volume I, Annual Report of the Commission for 1912, page 530.)

### Electrical Corporations — Installation of electric service in buildings

Case No. 2115,  
Special Permissions

This proceeding was begun in 1916 upon motion of the Commission as to regulations and requirements governing the installation of electrical service in buildings and materials to be used therewith. (See Appendix A to Volume I, Annual Report of the Commission for 1916, page 227.)

On March 11, 1919, the Commission adopted the following Order:

IN THE MATTER

OF THE

Hearing on motion of the COMMISSION as to regulations and requirements governing the installation of electrical services in buildings, and material used in connection therewith

Case No. 2115,  
Brooklyn Edison Company,  
Inc.  
Special Permission  
March 11, 1919

Whereas Edison Electric Illuminating Company of Brooklyn (now Brooklyn Edison Company, Inc.) by application dated May 16, 1918, has requested permission to connect seven premises, Nos. 449, 451, 455, 457, 461, 463 and 467 79th Street, Brooklyn, on one service cable in accordance with sketch submitted with said application; and

Whereas Paragraph Two under the heading "Overhead Services" of the order made herein on November 23, 1916, as amended, provides that one main service cable shall supply not more than five buildings except by special permission of the Commission; and

Whereas the Electrical Engineer of the Commission has recommended that said application be granted.

Resolved that permission be and it hereby is given to the Brooklyn Edison Company, Inc., to connect the seven premises Nos. 449, 451, 455, 457, 461, 463 and 467 79th Street, Brooklyn, on one service cable in accordance with the sketch submitted with said application dated May 16, 1918.

During the year the Commission, upon applications as indicated below, granted further special permissions similar to the one above to connect premises with service cables as follows:

# 284 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

<i>Date of application</i>	<i>Company</i>	<i>Date of order of Commission</i>	<i>Premises</i>
Feb. 24, 1919 Feb. 20, 1919	Brooklyn Edison Co., Inc....	Mar. 11, 1919	2838, 2842, 2844, 2846, 2848 and 2850 W. 25th St., Brooklyn.
			9615, 9617, 9619, 9621, 9623 and 9625 Flatlands Ave., Brooklyn.
Mar. 18, 1919 Mar. 26, 1919	Brooklyn Edison Co., Inc....	April 10, 1919	1256, 1258, 1262, 1264, 1268 and 1270 78th St., Brooklyn.
			2401, 2403, 2405, 2407, 2409, 2411 and 2413 Surf Ave., Brooklyn.
April 24, 1919	Brooklyn Edison Co., Inc....	April 29, 1919	98, 100, 104, 106, 110 and 112 Bay 37th St., Brooklyn.
May 27, 1919	Brooklyn Edison Co., Inc....	June 13, 1919	3301, 3303, 3305, 3309, 3311 and 3313 Mermaid Ave., Brooklyn.
			3315, 3317, 3321, 3323, 3325 and 3327 Mermaid Ave., Brooklyn.
June 13, 1919	Brooklyn Edison Co., Inc....	June 27, 1919	466, 470, 472, 474, 478 and 480 84th St., Brooklyn.
July 15, 1919	Brooklyn Edison Co., Inc....	July 25, 1919	753, 755, 759, 761, 765 and 767, 81st St., Brooklyn.
July 21, 1919	N. Y. & Queens Electric Light & Power Company.....	July 29, 1919	3, 5, 7, 9, 11, 15, 17, 19, 21 and 23 Melville Place, Union Course, Borough of Queens.
			4, 6, 8, 10, 12, 14, 16, 18, 20 and 22 Melville Place, Union Course, Borough of Queens.
			17, 19, 21, 23, 25, 27, 29, 31, 33 and 35 Elderts Lane, Union Course, Borough of Queens.
Aug. 2, 1919	Brooklyn Edison Co., Inc....	Aug. 19, 1919	637, 639, 643, 645, 649 and 651 80th St., Brooklyn.
Sept. 8, 1919	Flatbush Gas Co.....	Sept. 19, 1919	2802, 2808, 2810, 2812, 2814 and 2816 Ft. Hamilton Ave., Bklyn.
Sept. 12, 1919	Brooklyn Edison Co., Inc..	Oct. 10, 1919	1201, 1203, 1205, 1207, 1209 and 1211 Tabor Court, Brooklyn.
			1213, 1215, 1217, 1219, 1221 and 1223 Tabor Court, Brooklyn.
			1225, 1227, 1229, 1231, 1233 and 1235 Tabor Court, Brooklyn.
			1237, 1239, 1241, 1243, 1245 and 1247 Tabor Court, Brooklyn.
			1202, 1204, 1206, 1208, 1210 and 1212 Tabor Court, Brooklyn.
			1214, 1216, 1218, 1220, 1222 and 1224 Tabor Court, Brooklyn.
Dec. 8, 1919	Brooklyn Edison Co., Inc....	Dec. 30, 1919	3601, 3603, 3605, 3609, 3611 and 3613 Mermaid Ave., Brooklyn.

**The Brooklyn Edison Company, Inc.—Charges for power service**

Case No. 2142,  
Dismissal Order

This proceeding was begun in 1916, upon complaint of **EVERTSON & BORLING** regarding charges for power service. A hearing was held in the matter on September 20, 1916, and closed, at which time Commissioner Hayward, who held the hearing, stated that the disposition of the complaint would be taken under consideration.

On March 26, 1919, the Commission adopted the following order in this case:

**IN THE MATTER****OF THE**

Hearing on the complaint of **EVERTSON & BORLING** against the **BROOKLYN EDISON COMPANY, INC.**, (formerly the **EDISON ELECTRIC ILLUMINATING COMPANY OF BROOKLYN**) with regard to charges for power service

Case No. 2142,  
Order Dismissing Com-  
plaint  
March 26, 1919

A hearing having been duly had in the above entitled matter on September 20, 1916, **Bernardus Evertson** appearing for the complainant, and **T. I. Jones** appearing for the respondent Company; and the Commission being of opinion that the minimum charge complained of in connection with the less-than-statutory rate covering the service rendered to the complainant has not been shown to be unlawful, it is

*Ordered* that the complaint herein be and the same hereby is dismissed.

**The New York Edison Company — Complaint of Charles A. Gould with respect to alleged refusal to surrender bills for electric current supplied to premises at No. 126 Fifth Avenue, Borough of Manhattan, City of New York.**

Case No. 2257,  
Discontinuance Order

On April 17, 1919 the Commission in this case adopted the following order:

**IN THE MATTER****OF THE**

Hearing on complaint of **CHARLES A. GOULD** against **THE NEW YORK EDISON COMPANY** with respect to its alleged refusal to surrender bills for electric current supplied to premises at No. 126 Fifth Avenue, Borough of Manhattan, City of New York, for the period from March 5 to May 7, 1916, on the basis of a combination contract price instead of individual contract prices

Case No. 2257,  
Order Discontinuing Pro-  
ceeding  
April 17, 1919

A hearing having been had in the above entitled matter on November 18, 1917 before Hon. **Charles S. Hervey**, Commissioner, **Ivan T. Johnson** appearing for the complainant, **W. R. Boyd** for the defendant, and **Godfrey Goldmark**, Assistant Counsel attending, and the Commission having on March 13, 1918 adopted an opinion wherein it was suggested that certain bills rendered complainant be adjusted and that the defendant be requested to file a schedule as in said opinion set forth, and it appearing to the Commission that the recommendations of said opinion have been carried out,

*Ordered* that this proceeding be and the same hereby is discontinued.

(See Volume I, Annual Report of the Commission for 1918, page 658.)

**New York Edison Company — Complaint of Nathan Dank as to alleged overcharges for electric current**

Case No. 2370,  
Hearing Resolution  
Discontinuance Order

This proceeding was begun upon complaint of Nathan Dank against the company as to alleged overcharges for electric current furnished at 985 Longwood Avenue, New York City, for the period ending February 28, 1919.

On April 26, 1919, the Commission directed (see blank form of hearing resolution, page 157) that a hearing be had in this matter on May 14, 1919.

On May 28, 1919, the Commission adopted the following order:

**IN THE MATTER****OF THE**

Complaint of **NATHAN DANK** against the **NEW YORK EDISON COMPANY** as to alleged overcharges for electric current

Case No. 2370,  
Discontinuance Order  
May 28, 1919

A hearing having been had in the above entitled matter on May 15, 1919 before Honorable Lewis Nixon, Commissioner, Arthur Williams appearing for The New York Edison Company and Godfrey Goldmark, Counsel to the Commission attending, and testimony having been taken, and at the close of the hearing the representative of the company having offered to adjust the overcharges complained of in a manner which was satisfactory to the complainant, it is

*Ordered* that the above entitled proceeding be and the same hereby is discontinued.

**Richmond Light & Railroad Company — Charges for installation and removal of meter**

Case No. 2371,  
Hearing Resolution  
Memorandum  
Final Order

This proceeding was begun upon motion of the Commission as to the lawfulness and reasonableness of the provision of an amendment or supplement to the schedule for electric service filed by the Richmond Light & Railroad Company, to become effective March 27, 1919. On April 26, 1919, the Commission directed (see blank form of hearing resolution, page 157) that a hearing be had in the matter on May 14, 1919.

On June 4, 1919, Commissioner Nixon filed a memorandum (10 P. S. C. R. [1st Dist. N. Y.] 85) in this case and pursuant thereto the Commission issued an order as follows:

**IN THE MATTER****OF THE**

Hearing on the motion of the **COMMISSION** as to the lawfulness and reasonableness of a provision of the schedule for electric service of the **RICHMOND LIGHT AND RAILROAD COMPANY** relative to the charge for installing and removing an electric meter on premises to be occupied for less than one year

Case No. 2371,  
Final Order  
June 4, 1919

A hearing having been had in the above-entitled proceeding by and before the Commission on May 15, 1919, B. G. Eadie appearing for the Richmond Light and Railroad Company, and Godfrey Goldmark, Counsel to the Commission, attending in behalf of the Commission; and testimony having been taken, and the Commission being of the opinion after said hearing that the provision known as Rider No. 2-A set forth on Revised Sheet No. 16, effective March 27, 1919, of the schedule for electric service of the Richmond Light and Railroad Company, whereby a charge of Five (\$5.00) Dollars is made, demanded, collected or received

by said company to cover the cost of setting and removing an electric meter for premises that are to be occupied less than one year, is unreasonable and unjustly discriminatory and should be canceled, but without prejudice to the filing by said company of another provision, setting forth a charge to cover the cost of setting and removing an electric meter, in accordance with the suggestions contained in the opinion of the Commission filed herein, it is

*Ordered*, That the Richmond Light and Railroad Company forthwith file with the Commission an amendment or supplement to its schedule for electric service withdrawing, canceling or eliminating therefrom the following provision set forth on Revised Sheet No. 16, effective March 27, 1919, of its said schedule, and cease from making, demanding, collecting or receiving the charge stated therein:

*" Rider No. 2-A— Temporary Service*

For premises that are to be occupied less than one year, a charge of Five (\$5.00) Dollars will be made, to cover cost of setting and removing meter. If service is used continuously for twelve (12) months the \$5.00 will be refunded. The charge for current to be made by meter at retail lighting rate."

*Further ordered*, That this order is made without prejudice to the right of the Richmond Light and Railroad Company to duly file and publish another revised sheet containing a provision for a charge to cover the cost of setting and removing an electric meter, in accordance with the suggestions made in the opinion of the Commission filed herein.

*Further ordered*, That this order take effect forthwith and continue in effect until changed or abrogated by the Commission and that, within ten days after the service upon it of a certified copy of this order, the Richmond Light and Railroad Company notify the Commission whether the terms of this order are accepted and will be obeyed.

**Electrical Corporations— Service, facilities and rates in respect of furnishing electric current for breakdown or auxiliary use and for buildings having private electric plants**

**Case No. 2280,  
Discontinuance Order**

This proceeding was begun upon motion of the Commission in 1918. On July 22, 1919, the Commission made the following order in this case:

**IN THE MATTER  
OF THE**

Hearing on the motion of the COMMISSION as to the service, instrumentalities, facilities and rates of ELECTRICAL CORPORATIONS subject to the jurisdiction of the Public Service Commission for the First District in respect of furnishing electric current for breakdown or auxiliary use and for buildings having private electric plants

Case No. 2280,  
Discontinuance Order  
July 22, 1919

A hearing having been had by and before the Commission in the above entitled matter on February 25, 1918, and on certain subsequent dates to and including August 9, 1918, and testimony having been taken and the Commission being of the opinion, after due consideration, that this proceeding should be discontinued, it is

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued without prejudice to the reopening thereof or the institution of any other or further proceeding with respect to any of the matters involved herein.

**Brooklyn Edison Company, Inc.— Complaint of John A. Manning as to certain rates and minimum charges**

**Case No. 2405,  
Hearing Order**

This proceeding was begun upon complaint of John A. Manning against the Brooklyn Edison Company, Inc., as to certain rates and minimum charges collected by the said company for electric current and service supplied to said complainant at 3052 Emmons Avenue, Sheepshead Bay, Borough of Brooklyn, City of New York, and further as to the company's regulations and practices relative thereto. On August 12, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had on August 21, 1919. The complaint in this case was subsequently withdrawn.

**Bronx Gas & Electric Company—Complaint of the Bronx Consumers Ice Company as to alleged failure to furnish electric service**

Case No. 2418,  
Hearing Order

Complaint having been made by the Bronx Consumers Ice Company against the Bronx Gas & Electric Company as to the alleged failure of the latter to furnish electric service to premises Nos. 425-435 DeVoe Avenue, Borough of The Bronx, the Commission on September 26, 1919, made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on October 1, 1919. At the close of the year no further order had been entered in this case.

**Electrical Corporations — Conservation of fuel**

Case No. 2440,  
Order  
Abrogating Order

On December 9, 1919, the Commission in this case made the following order:

IN THE MATTER  
OF THE  
Conservation of fuel used in the generation of electricity within the First District

Case No. 2440,  
Order  
December 9, 1919

Pursuant to the authority vested in this Commission by the Public Service Commissions Law and the Governor of the State of New York, the following regulations governing heat, light and power from bituminous coal and coke are made effective generally and uniformly in the interest of conservation of existing fuel supplies; and it is hereby ordered that no corporation, association, partnership or person engaged wholly or in part in the business of manufacturing or supplying electricity for light, heat and power from bituminous coal and coke, within the First District, shall manufacture or supply electricity for light, heat and power excepting in accordance with the following instructions:

**LIGHT FROM BITUMINOUS COAL AND COKE**

1. No ornamental lights, white way or other unnecessary street lights, outline lighting, electric signs or illuminated bill boards, show windows or show case lights, are to be operated. This does not affect street lighting necessary for the safety of the public.
2. No cabaret, dance hall, pool hall or bowling alley shall be permitted to use light except between 7 P. M. and 11 P. M.
3. Stores, including retail stores, but excepting warehouses and stores selling food, must not use light (except safety lights) except for six hours per day. Manufacturing plants shall be allowed to use light only during the time prescribed for the use of power.

**Exceptions:**

- (A) Drug stores and restaurants may remain open according to present schedules, but must reduce lighting one-half.
- (B) Railroad stations, hotels, hospitals, telephone, telegraph, and newspaper offices are not included insofar as necessary lighting is concerned.
- (C) General and office lights must be cut off not later than 4 P. M. in office buildings except necessary Federal, State and Municipal offices, and except where office operation of vital industries is involved.
- (D) Dairies, refrigerator plants, bakeries, plants for the manufacture of necessary medicinal products, waterworks, sewerage plants, printing plants for the printing of newspapers only, battery charging outfits in connection with plants producing light or power for telephone, telegraph or public utility companies are exempted.

**HEAT FROM BITUMINOUS COAL AND COKE**

1. Only enough heat may be used in offices, stores, warehouses and manufacturing plants to keep the average temperature at 68 degrees Fahrenheit, and then only during the hours for which light is permitted. During other hours only enough heat is to be used to prevent freezing of water pipes or sprinkler systems.
2. In manufacturing plants or plants coming under power curtailment rules, heat (to 68 degrees Fahrenheit) will be allowed only during that time prescribed for use of power.

**POWER FROM BITUMINOUS COAL AND COKE**

1. No manufacturing plant or factory shall be furnished bituminous coal or coke, or heat, light or power from bituminous coal or coke furnished by or through the United States Fuel Administration for operation in excess of three days a week on the basis of present working hours.

**Exception:**

Dairies, refrigerating plants, bakeries, plants for the manufacture of necessary food products, of necessary medicinal products, water works, sewerage plants, printing plants for the printing of newspapers only, battery charging outfits in connection with plants producing light or power for telephone, telegraph, or public utility companies are exempted.

2. Elevator service must be curtailed as much as possible in accordance with above regulations on use of heat, light and power.

**ELECTRIC RAILWAYS**

1. Electric railways shall reduce schedules to minimum requirements of service under revised hours of heating, lighting, and power as herein provided.

2. No heat shall be provided on electric cars during rush hours, and heating during non-rush hours shall be curtailed as much as possible.

**GENERAL**

1. Electric railways and manufacturing plants, stores and offices shall co-operate in arranging, within the provisions of this order, schedules, days, and hours of work to permit the maximum utilization of transportation equipment.

This order shall take effect immediately.

On December 18, 1919, the Commission made the following order:

<p style="text-align: center;">IN THE MATTER OF THE Conservation of fuel used in the generation of electricity within the First District</p>	<p style="text-align: right;">Case No. 2440, Order Abrogating Order of December 9, 1919 December 18, 1919</p>
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An order having been made herein on December 9, 1919, prescribing certain regulations governing the production and use of electricity for heat, light and power from bituminous coal and coke, which regulations were made in the interest of the conservation of existing fuel supplies; and it appearing that by reason of later developments including the settlement of the coal strike and orders issued by the United States Fuel Administration, the necessity for observing the regulations prescribed by said order of December 9, 1919, no longer exists, and that said order should be abrogated, now therefore, it is

*Ordered*, That said order of December 9, 1919, be and the same hereby is in all things abrogated.

**OTHER MATTERS RELATING TO GAS CORPORATIONS****Gas Corporations — Removal and discontinuance of use of untested gas meters**

Case No. 1429,  
Resolution for Hearing  
Discontinuance Order

This proceeding was begun upon motion of the Commission in 1911. (See Volume I, Annual Report of the Commission for 1911, page 405.)

By application in writing, dated October 3, 1918, the Consolidated Gas Company of New York requested that the order made in this proceeding on July 9, 1915, be suspended during the period of the war and for at least six months after the close of the war. Thereupon, the Commission on January 7, 1919, adopted a resolution (see blank form of hearing resolution, page 157) directing that a hearing be had upon said application on January 15, 1919. A hearing was had and closed on that date.

The company, however, by communication dated January 13, 1919, notified the Commission that it desired to withdraw its application.

On January 23, 1919, the Commission adopted an order discontinuing the hearing upon the Company's application. (For the order entered on July 9, 1915, in this case, see Volume I, Annual Report of the Commission for 1915, page 701.)



**Consolidated Gas Company of New York et al.—Charges for service connections within 100 feet of consumers' premises**

Case No. 2353,  
Discontinuance Order

This proceeding was begun in 1918 upon motion of the Commission to inquire into and determine the lawfulness and reasonableness of a certain provision relative to charges for service connection within 100 feet of a consumer's premises, contained in the rate schedules filed by the companies below described (see Volume I, Annual Report of the Commission for 1918, page 671).

On January 7, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Hearing on the motion of the COMMISSION as to the lawfulness and reasonableness of a certain provision relative to charges for service connections within one hundred feet of a consumer's premises contained in the rate schedules filed by the CONSOLIDATED GAS COMPANY OF NEW YORK, et al.

Case No. 2353,  
Order Discontinuing Proceeding  
January 7, 1919

A hearing having been duly had in this proceeding by and before the Commission on December 27, 1918, and a communication, dated December 26, 1918, having been received by George B. Cortelyou, President of the Consolidated Gas Company of New York, stating that an amendment had been filed to the tariff schedule of the CONSOLIDATED GAS COMPANY OF NEW YORK, STANDARD GAS LIGHT COMPANY OF THE CITY OF NEW YORK, NEW AMSTERDAM GAS COMPANY, THE NEW YORK MUTUAL GAS LIGHT COMPANY, NORTHERN UNION GAS COMPANY, CENTRAL UNION GAS COMPANY, NEW YORK AND QUEENS GAS COMPANY, THE EAST RIVER GAS COMPANY OF LONG ISLAND CITY and WESTCHESTER LIGHTING COMPANY eliminating the provisions set forth in their respective tariff schedules relative to a charge for service connections within one hundred feet of their gas mains where the use of gas was for temporary purposes or where the amount of revenue to be derived from such supply of gas would not warrant the expenditure involved; it is

*Ordered*, That the above-entitled proceeding be and hereby is discontinued.

**Brooklyn Union Gas Company—Complaint of Antonio Bianco et. al. as to extension of mains on Varkens Hook Road and other streets in Brooklyn**

Case No. 2342,  
Extension Order  
Denial Order  
Further Hearing Order

In this proceeding, application having been made in writing, dated January 13, 1919, by the Brooklyn Union Gas Company for an extension of time within which to notify the Commission whether the terms of the order of December 31, 1918, entered in this case were accepted and would be obeyed, the Commission, on January 14, 1919, issued an order (see blank form of extension order, page 155) granting an extension to and including January 20, 1919.

On January 23, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Hearing upon the complaint of ANTONIO BIANCO et al. against BROOKLYN UNION GAS COMPANY as to extension of mains on Varkens Hook Road and other streets in the Borough of Brooklyn

Case No. 2342,  
Order Denying Application  
for Rehearing  
January 23, 1919

An order having been duly made in the above-entitled matter on December 31, 1918, directing the Brooklyn Union Gas Company to extend its gas mains and service in such a manner as may be required reasonably to serve with gas, persons residing on certain specified streets in the 82nd Ward of the Borough of Brooklyn, New York City; and the Brooklyn Union Gas Company having made application, dated January 17, 1919, for a rehearing in respect to the said order, and, in the judgment of the Commission, sufficient reason therefor not having been made to appear, it is

*Ordered*, That the said application of January 17, 1919, by the Brooklyn Union Gas Company for a rehearing be and the same hereby is in all respects denied.

Application by petition, verified September 26, 1919, having been made by the Brooklyn Union Gas Company for an extension of time within which to comply with the requirements of the order of December 31, 1918, the Commission on September 30, 1919, made an order (see blank form of hearing order, page 157) directing that a further hearing be held in this matter to ascertain all the facts, on October 9, 1919, at the offices of the Commission. No further order had been entered in this case at the close of the year.

(For the order of December 31, 1918, see Volume I, Annual Report of the Commission for 1918, page 669.)

**New York and Queens Gas Company — Change in the standard for the measurement of the illuminating power of gas to be manufactured, distributed or sold by it in the third ward of the Borough of Queens, City of New York**

Case No. 2358,  
Hearing Resolution  
Opinion  
Proposed Order  
Final Order

Application having been made by petition, verified January 10, 1919, by the New York and Queens Gas Company for an order directing that the existing statutory requirements for testing illuminating gas in the third ward of the Borough of Queens, in order to determine whether it conforms to statutory requirements, be modified so as to provide that gas transmitted at high pressure shall be tested at the plant before compression, instead of at a distance of not less than one mile from the distributing holder, the Commission, on February 4, 1919, adopted a resolution (see blank form of hearing resolution, page 157) directing that a hearing be had in this matter on February 11, 1919. Hearings were adjourned from time to time.

At a meeting of the Commission on April 26, 1919, this case came up for consideration, and Acting Chairman Whitney submitted an opinion and a proposed order in conformity with his views in the matter. The opinion was ordered filed and the proposed order disapproved (see 10 P. S. C. R. [1st Dist. N. Y.] 79).

On June 27, 1919, the following order was adopted :

IN THE MATTER  
OF THE

Application of the NEW YORK AND QUEENS GAS COMPANY for a change in the standard for the measurement of the illuminating power of gas to be manufactured, distributed or sold by it in the Third Ward of the Borough of Queens, City of New York

Case No. 2358,  
Final Order  
June 27, 1919

Application in writing, dated January 10, 1919, having been made by the NEW YORK AND QUEENS GAS COMPANY for an order modifying in certain respects the existing requirements with respect to the testing and candle-power of gas in the third ward of the Borough of Queens; and a hearing having been had upon such application by and before the Commission on February 17, 1919, and various adjourned dates, C. A. Villas, Esq., appearing for the New York and Queens Gas Company, William H. Van Steenberg, Esq., appearing for the Douglaston Civic Association and various residents of the Borough of Queens, and Godfrey Goldmark, Esq., Counsel for the Commission, attending; and the Commission being of the opinion that in the interest of assuring a supply of gas under just and reasonable conditions to consumers who are to be served from the mains which are to be built and extended to Douglaston, including Douglas Manor, pursuant to the requirements of the Commission's Orders in its Case No. 1856, the standard for the measurement of the purity, illuminating power and heating power of gas to be furnished to consumers in the third ward of the Borough of Queens should be fixed as hereinafter provided, and not otherwise, it is

*Ordered*, That the illuminating gas furnished in the third ward of the Borough of Queens, City of New York, by any gas corporation, association, co-partnership or person shall have an illuminating power of not less than twenty-two sperm candles of six to a pound, burning at the rate of one hundred and twenty grains of spermaceti per hour, tested at a distance of not less than one mile from the distributing holder by a burner consuming five cubic feet of gas per hour, except that if any such corporation, association, co-partnership or person shall transmit gas to parts of the territory it supplies under a pressure of more than ten pounds

per square inch, all the gas manufactured by such corporation, association, co-partnership or person shall have an illuminating power of not less than twenty-two sperm candles of six to a pound, burning at the rate of one hundred and twenty-two grains of spermaceti per hour, tested at the existing station at Madison Avenue and Boerum Avenue, Flushing, or at any other testing station located at no greater distance from the existing distributing holder of the New York and Queens Gas Company than such existing station, by a burner consuming five cubic feet of gas per hour, all such gas so tested being taken from a low-pressure distribution main; and it is

*Further ordered*, That the foregoing standard of measurement shall take effect when the New York and Queens Gas Company shall have extended its gas mains to Main Street, Douglaston, as directed by the final orders of this Commission made in Case No. 1856 on March 19, 1915, and February 1, 1918, and shall have begun to furnish gas for consumers through such extension, of which fact said company shall promptly notify the Commission in writing, and it is

*Further ordered*, That this order shall take effect at once and shall continue in force and effect until changed or abrogated by the Commission, and that within ten (10) days after the service of this order, the New York and Queens Gas Company shall notify the Commission in writing whether the terms of this order are accepted by the Company and will be obeyed.

### Gas Corporations — Gas pressure regulations (Queens)

#### Case No. 1579, Approval Resolution Approval Order Order

The Commission on March 19, 1919, adopted the following resolution in this case:

#### IN THE MATTER

#### OF THE

Hearing on the motion of the COMMISSION on the question of gas pressure regulations to be prescribed as to all GAS COMPANIES furnishing gas for consumption in the Borough of Queens

Case No. 1579,  
Resolution Approving Locations of Recording Pressure Gauge.  
New York & Queens Gas Company  
March 19, 1919

An order having been duly made in the above-entitled matter on January 24, 1918, directing that each gas corporation supplying gas for light, heat or power in the Borough of Queens, City of New York, shall comply with certain requirements and regulations therein set forth, and the New York & Queens Gas Company, by William Raynor, Assistant Secretary, having submitted a communication dated March 6, 1919, in pursuance of said order, asking for the approval of certain locations of their recording pressure gauge, it is

*Resolved*, That the following locations of recording pressure gauge to be used by the New York & Queens Gas Co., in pursuance of subdivision "(b)" of paragraph "(2)" of the said order of January 24, 1913, be and the same hereby are approved:

- (1) 88 Main Street, Flushing
- (2) 323 Madison Avenue, Flushing
- (3) 11 South 8th Avenue, Whitestone
- (4) S. W. Corner 13th Street and Fourth Avenue, College Point
- (5) N. W. Corner Bell and Crocheron Avenues, Bayside
- (6) Hill Road between Avon Place and Lawrence Street, Queensboro Hill

On November 5, 1919, the Commission made the following order:

#### IN THE MATTER

#### OF THE

Hearing on the motion of the COMMISSION on the question of gas pressure regulations to be prescribed as to all GAS COMPANIES furnishing gas for consumption in the Borough of Queens

Case No. 1579,  
Order Approving Location of Recording Pressure Gauge  
Queens Borough Gas and Electric Company  
November 5, 1919

An order having been duly made in the above-entitled matter on January 24, 1913, directing that each gas corporation supplying gas for light, heat or power in the Borough of Queens, City of New York, shall comply with certain requirements and regulations therein set forth, and the Queens Borough Gas and Electric Company by Carleton Macy, President, having submitted a communication, dated

October 31, 1919, in pursuance of said order, asking for the approval of certain locations of the recording pressure gauge, it is

*Ordered*, That the following locations of recording pressure gauge to be used by the Queens Borough Gas and Electric Company in pursuance of subdivision "(b)" of paragraph "(2)" of the said order of January 24, 1913, be and same hereby are approved:

- (1) Dennison & Newport Aves., Belle Harbor
- (2) Wainwright Ave. & Blvd., Rockaway Beach
- (3) Park Ave. & Boulevard, Arverne
- (4) Seaview Ave., & Blvd., Edgemere
- (5) Clinton & Prospect Aves., Far Rockaway
- (6) 345 Central Avenue, Far Rockaway

On November 12, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question of gas pressure regulations to be prescribed as to all GAS COMPANIES furnishing gas for consumption in the Borough of Queens

Case No. 1579,  
Order Permitting Temporary Discontinuance of Gauge  
Queens Borough Gas & Electric Company  
November 12, 1919

An order having been duly made in the above-entitled matter on January 24, 1913, directing, among other things, that every corporation supplying gas for light, heat or power in the Borough of Queens, City of New York, shall provide, install and maintain a recording pressure gauge of a type approved by the Commission at each location named and described in a list of gauge locations which shall have been submitted to the Commission, and by the Commission approved, and an order having been duly adopted in the above-entitled matter on November 5, 1919, approving a list of gauge locations submitted by the Queens Borough Gas & Electric Company, pursuant to such directions, and the Queens Borough Gas & Electric Company having by the communication dated October 31, 1919, asking for permission temporarily to discontinue during the winter months the use of the recording pressure gauge at Newport & Dennison avenues, Rockaway Beach, and sufficient reason appearing for the granting of said application, it is

*Ordered*, That the Queens Borough Gas & Electric Company be and hereby is permitted to discontinue the use of the recording pressure gauge located at Newport & Dennison avenues, Rockaway Beach, Pole No. 31, Queens Borough Gas & Electric Company, Southeast corner, until May 1, 1920.

*Further ordered*, That this order shall take effect *nunc pro tunc* as of November 1, 1919, and it shall continue in force to May 1, 1920.

(For the order of January 24, 1913, see Volume I, Annual Report of the Commission for 1913, page 566.)

Gas Corporations—Gas pressure regulations (Bronx)

Case No. 1578.  
Approval Resolution  
Approval Order

On March 31, 1919, the Commission in this case adopted the following resolution:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question of gas pressure regulations to be prescribed as to all GAS COMPANIES furnishing gas for consumption in the Borough of The Bronx

Case No. 1578,  
Resolution Approving Locations of Recording Pressure Gauge of Westchester Lighting Company  
March 31, 1919

An order having been duly made in the above-entitled matter on December 17, 1912, directing that each gas corporation supplying gas for light, heat or power in the Borough of The Bronx, City of New York, shall comply with certain requirements and regulations therein set forth, and the Westchester Lighting Company having, in pursuance of said order, submitted a communication, dated March 19, 1919, signed by E. S. Bellows, Treasurer, asking for the approval of certain locations of its recording pressure gauges, it is

*Resolved*, That the following locations of recording pressure gauges to be used by the Westchester Lighting Company, in pursuance of subdivision "(b)" of para-

graph "(2)" of the said order of December 17, 1912, be, and the same hereby are, approved:

- (1) House on Napier Avenue, No. 4218, on the east side, about 150 feet north of 233rd street; also about 150 feet south of 235th street.
- (2) Riverdale Avenue, west side, about 150 feet north of where 249th street will be when projected to Riverdale avenue.
- (3) Van Cortlandt Park railroad station.

On December 2, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION on the question of gas pressure regulations to be prescribed as to all GAS COMPANIES furnishing gas for consumption in the Borough of The Bronx

Case No. 1578.  
Order Approving Locations  
of Recording Pressure  
Gauge of Northern Union  
Gas Company  
December 2, 1919

An order having been duly made in the above-entitled matter on December 17, 1912, directing that each gas corporation supplying gas for light, heat or power in the Borough of The Bronx, City of New York, shall comply with certain requirements and regulations therein set forth, and the Northern Union Gas Company having, in pursuance of said order, submitted a communication, dated November 20, 1919, signed by Frederick R. DeVoe, Secretary, asking for the approval of certain locations of its recording pressure gauge, it is

*Ordered*, That the following locations of recording pressure gauge, to be used by the Northern Union Gas Company in pursuance of subdivision "(b)" of paragraph "(2)" of the said order of December 17, 1912, be and the same hereby are approved:

- (1) 4638 White Plains Avenue, east side between 240th Street and 241st Street.
- (2) 3667 White Plains Avenue, south side opposite 215th Street.

(For the order of December 17, 1912, see Volume I, Annual Report of the Commission for 1912, page 547.)

**Bronx Gas and Electric Company — Rate for gas, 24th Ward, Borough of The Bronx**

Case No. 2285.  
Dismissal Order

This proceeding was begun in 1918, upon complaint of Adolph C. Andersen *et al.*, in respect to rate for gas in the Twenty-fourth Ward, Borough of The Bronx. (See Volume I, Annual Report of the Commission for 1918, page 667.)

On April 10, 1919, the Commission adopted the following order:

ADOLPH C. ANDERSEN, *et al.*,  
Complainants,  
*against*

BRONX GAS AND ELECTRIC COMPANY,  
Defendant.

Case No. 2285.  
Order Dismissing Com-  
plaint  
April 10, 1919

Rate for gas in twenty-fourth ward, Borough of The Bronx

Complaint in writing having been made herein by Adolph C. Andersen and others, residents of Bronx County and consumers of gas furnished by The Bronx Gas and Electric Company, as to the price charged for gas by the said Bronx Gas and Electric Company, and the said company having made answer thereto, and the matter having been brought on for hearing before the Commission on March 29, 1918, and on adjourned dates thereafter, as follows: On April 5, April 12, April 19, May 15, June 24, July 22, September 24, October 2 and December 4, all in 1918, and on February 4, March 4 and 6, 1919, upon which last-mentioned day the matter was closed: R. M. Arnold, Esq., having appeared for the complainant Adolph C. Andersen and other complainants having appeared in person; Vincent A. Clinton, Esq., having appeared for the Bronx Board of Trade; John P. O'Brien, Herman Torborg, Judson Hyatt, Edgar J. Kohler, Assistant Corporation Counsel, having appeared for The City of New York; Atwater and Cruikshank, its attorneys, having appeared for the Bronx Gas and Electric Company; and Harry M. Chamberlain, Jacob H. Goetz, William L. Ransom and Godfrey Goldmark having attended for the Commission; and no evidence having been offered at any of the said hearings on behalf of the complainants, it is

*Ordered*, That the complaint in the above-entitled proceeding be and it is hereby dismissed,

**Newtown Gas Company—Complaint of A. Herrmann et al. as to rates for gas in Second Ward, Borough of Queens**

Case No. 1610,  
Suspension Order

On April 17, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE  
Complaint of A. HERRMANN AND OTHERS against the  
NEWTOWN GAS COMPANY

Case No. 1610,  
Order Suspending Order  
of May 25, 1916  
April 17, 1919

An order having been made herein on May 25, 1916, fixing the maximum price to be charged by the Newtown Gas Company for gas supplied in the Second Ward of the Borough of Queens, City of New York, on and after July 1, 1916, and for a period of one year thereafter, at 85 cents per thousand cubic feet; and said order being still in effect pursuant to the provisions of Section 72 of the Public Service Commissions Law, notwithstanding the expiration of said period of one year; and further hearings having been recently had herein, subsequent to the expiration of such period of one year, for the purpose of enabling the Commission to determine to what extent, if at all, conditions had changed since the adoption of said order of May 25, 1916, and what action, if any, should be taken by the Commission in view of any such changed conditions; and the Commission being of the opinion after such hearings that said order of May 25, 1916, should be suspended as hereinafter provided,

Ordered,

(1) That the said order of May 25, 1916, effective July 1, 1916, fixing 85 cents as the maximum price to be charged by the Newtown Gas Company for gas supplied by it in the Second Ward of the Borough of Queens, City of New York, be and the same hereby is suspended for and during the period of one year, on and after May 1, 1919, to and including April 30, 1920, unless otherwise ordered as hereinafter provided.

(2) That this order shall take effect on May 1, 1919, and shall continue in force to and including April 30, 1920, unless theretofore changed or abrogated by order of the Commission either on its own motion or upon complaint of the company or of consumers.

(3) That a further hearing be had herein on the 15th day of April, 1920, at 2:30 o'clock in the afternoon, at the rooms of the Commission, No. 49 Lafayette Street, Borough of Manhattan, City of New York, or on such earlier date or dates as the Commission may by order fix and announce for the purpose of inquiring and determining whether the suspension of said order of May 25, 1916, should be continued.

(For the order of May 25, 1916, see Appendix A to Volume I, Annual Report of the Commission for 1916, page 116.)

**Woodhaven Gas Light Company—Complaint of Albert C. Schwarz et al. as to rate for gas in the Fourth Ward, Borough of Queens**

Cases Nos. 1787 and 1807.  
Suspension Order

On April 17, 1919, the Commission in this case adopted the following order:

ALBERT C. SCHWARZ et al.,  
Complainants.  
against  
WOODHAVEN GAS LIGHT COMPANY,  
Defendant.

Case No. 1787,

Rate for gas in the fourth ward of the Borough of Queens

Order Suspending Order of  
May 25, 1916  
April 17, 1919

IN THE MATTER  
OF THE  
Hearing on the motion of the COMMISSION concerning  
the rates and charges for gas in the fourth ward  
of Queens

Case No. 1807

An order having been made herein on May 25, 1916, fixing the maximum price to be charged by the Woodhaven Gas Light Company, the Jamaica Gas Light Com-

pany and the Richmond Hill & Queens County Gas Light Company for gas supplied in the fourth ward of the Borough of Queens, city of New York, on and after July 1, 1916, and for a period of one year thereafter, at 95 cents per thousand cubic feet; and said order being still in effect, pursuant to the provisions of Section 72 of the Public Service Commissions Law, notwithstanding the expiration of said period of one year; and further hearings having been recently had herein, subsequent to the expiration of such period of one year, for the purpose of enabling the Commission to determine to what extent, if at all, conditions had changed since the adoption of said order of May 25, 1916, and what action, if any, should be taken by the Commission in view of any such changed conditions; and the Commission being of the opinion, after such hearings, that said order of May 25, 1916, should be suspended as hereinafter provided,

*Ordered,*

(1) That the said order of May 25, 1916, effective July 1, 1916, fixing 95 cents as the maximum price to be charged by the Woodhaven Gas Light Company, the Jamaica Gas Light Company and the Richmond Hill & Queens County Gas Light Company for gas supplied by them in the fourth ward of the Borough of Queens, City of New York, be and the same hereby is suspended for and during the period of one year, on and after May 1, 1919, to and including April 30, 1920, unless otherwise ordered as hereinafter provided.

(2) That this order shall take effect on May 1, 1919, and shall continue in force to and including April 30, 1920, unless theretofore changed or abrogated by order of the Commission either on its own motion or upon complaint of the companies or of consumers.

(3) That a further hearing be had herein on the 15th day of April, 1920, at 2:30 o'clock in the afternoon at the rooms of the Commission, No. 49 Lafayette Street, Borough of Manhattan, City of New York, or on such earlier date or dates as the Commission may by order fix and announce for the purpose of inquiring and determining whether the suspension of said order of May 25, 1916, should be continued.

(For the order of May 25, 1916, see Appendix A to Volume I, Annual Report of the Commission for 1916, page 121.)

### Bronx Gas and Electric Company—Complaint of Frank Roseomagno as to alleged refusal to furnish electric service to premises No. 1653 Barnes Avenue, Borough of The Bronx, City of New York

Case No. 2368,  
Hearing Resolution  
Memorandum  
Final Order  
Extension Order

This proceeding was begun upon complaint of Frank Rossomagno against the Bronx Gas and Electric Company as to the alleged refusal of the latter to furnish electric service to the premises No. 1653 Barnes Avenue, Borough of The Bronx, City of New York.

On April 17, 1919, the Commission adopted a resolution (see blank form of hearing resolution, page 157) directing that a hearing be had in the matter on April 24, 1919.

On June 10, 1919, Commissioner Nixon filed a memorandum (10 P. S. C. R. [1st Dist. N. Y.] 88) stating that in his opinion the extension desired was reasonable and accordingly issued the following order:

#### IN THE MATTER

#### OF THE

Complaint of FRANK ROSSOMAGNO *against* THE BRONX GAS AND ELECTRIC COMPANY as to alleged refusal to furnish electric service to the premises No. 1653 Barnes Avenue in the Borough of The Bronx, New York City

Case No. 2368,  
Final Order  
June 10, 1919

A hearing having been duly had by and before the Commission in the above-entitled matter on May 26, 1919, Mr. E. H. Rosenquest, President and General Manager of The Bronx Gas and Electric Company, appearing in behalf of said company, E. M. Deegan and A. M. Hamburg, Assistant Counsel, attending in behalf of the Commission; and the Commission being of the opinion, after said hearing, that The Bronx Gas and Electric Company should be required to extend its wires and lines and to provide other apparatus, facilities, and property in such manner as may be required reasonably to serve with electricity Frank Rossomagno, the complainant herein, at his premises, No. 1653 Barnes Avenue, in the Borough of The Bronx, City of New York, it is

*Ordered*, That The Bronx Gas and Electric Company be and hereby is directed to extend its wires and lines and to provide other apparatus, facilities and property in such a manner as may be required reasonably to serve with electricity Frank Rosomagno, the complainant herein, at his premises, No. 1653 Barnes Avenue, in the Borough of The Bronx, City of New York, provided that said complainant shall deposit with said company a sum equal to fifty (50%) per cent of the estimated reasonable cost of the extension, such sum to be refunded to said complainant by said company by crediting him fifty (50%) per cent of his monthly bills for current and of the bills of additional consumers, who may hereafter be served from the extension hereby ordered.

*Further ordered*, That said extension shall be constructed and completed within thirty (30) days after complainant shall have deposited with said company fifty (50%) per cent of the estimated reasonable cost thereof.

*Further ordered*, That this order shall take effect forthwith and continue in effect until changed or abrogated by further order of this Commission and that, within ten (10) days after service of a certified copy thereof, The Bronx Gas and Electric Company shall notify the Commission whether the terms of this order are accepted and will be obeyed.

Application in writing dated June 20, 1919, having been made by the Bronx Gas and Electric Company for an extension of time of 30 days, within which to notify the Commission whether the terms of the above order were accepted and would be obeyed, the Commission on August 15, 1919, issued an order (see blank form of extension order, page 156) granting an extension to and including August 22, 1919.

### Gas Corporations — Standards for measurement of illuminating and heating power of gas

#### Case No. 2066, Order

This investigation was begun in 1916, upon motion of the Commission, to determine and fix standards for the measurement of the illuminating and heating power of gas manufactured, distributed or sold by gas corporations within the First District. (See Appendix A to Volume I of the Annual Report of the Commission for 1916, page 236.)

On April 26, 1919, the Commission adopted the following order:

#### IN THE MATTER

#### OF THE

Investigation to determine and fix standards for the measurement of the illuminating and heating power of gas manufactured, distributed or sold by Gas Corporations within the First District

Case No. 2066,  
Order Closing Record  
April 26, 1919

Hearings having been had in the above-entitled proceeding on May 27, 1916, and on adjourned dates thereafter, and the Commission being of the opinion that no order should at this time be entered herein, it is

*Ordered*, That this proceeding be and it is hereby closed upon the record without prejudice to the reopening hereof or to such other or further proceedings as may hereafter be necessary or proper with respect to the subject-matter hereof.



**Gas Corporations — Quality and pressure of gas manufactured or sold in the Borough of The Bronx**Case No. 2207,  
Discontinuance Order

On April 26, 1919, the Commission in this case adopted the following order:

**IN THE MATTER****OF THE**

Hearing on motion of the COMMISSION as to the illuminating power, heating power, quality, purity and pressure of GAS manufactured or sold in the BOROUGH OF THE BRONX

Case No. 2207,  
Order Discontinuing  
Proceeding  
April 26, 1919

Hearings having been had in the above-entitled proceeding on May 23, 1917, and on adjourned dates thereafter, and it appearing to the Commission that no order or requirement is now necessary, it is

*Ordered*, That this proceeding be and it is hereby discontinued without prejudice to such other or further proceedings as may hereafter be necessary or proper with respect to the subject-matter hereof.

**Gas Corporations — Test of gas manufactured by gas companies**Case No. 2276,  
Discontinuance Order

On April 29, 1919, the Commission in this case adopted the following order:

**IN THE MATTER****OF THE**

Hearing on the motion of the COMMISSION as to the quality and pressure of gas manufactured, distributed or sold by and interruptions in the service of GAS CORPORATIONS within the First District

Case No. 2276,  
Discontinuance Order  
April 29, 1919

A hearing having been duly had by and before the Commission in the above-entitled matter on February 19, 1918, and on certain adjourned dates to and including April 10, 1918; and on July 31, 1918, the Commission having approved the opinion of Commissioner Kracke herein reviewing the facts as to interruptions and shortages in gas supply and making recommendations for the prevention of their recurrence; and the Commission being of the opinion that no order other than an order of discontinuance should be made herein at the present time, it is

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued without prejudice to a reopening thereof or the institution of any new or further proceeding or proceedings with respect to the subject-matter of this proceeding.

**Woodhaven Gas Light Company — Extension of gas mains to Springfield, Laurelton and certain other localities in the Borough of Queens, City of New York**Case No. 2376,  
Hearing Order

Numerous complaints having been made to the Commission by residents of Springfield, Laurelton and certain other localities in the Borough of Queens, City of New York, respecting the absence of gas service, the Commission, on its own motion, on June 10, 1919, issued an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on June 26, 1919, to inquire and determine whether an order should be made directing the Woodhaven Gas Light Company to extend its gas mains, services and other apparatus to such extent as might be necessary reasonably to furnish gas to the residents of Springfield, Laurelton, Rosedale, Rosedale Terrace, St. Albans, Locust Manor, Locust Lawn, South Jamaica Place, Idlewild Park, Sheffield Manor, Springfield Park, Hickview Park, Jamaica Junction, Jamaica Gardens, and Bay View Landing, all in the Borough of Queens, City of New York. Several hearings were held during the year, but at the close thereof no order had been entered in the case.

**The Brooklyn Borough Gas Company and Flatbush Gas Company — Application to sell mains, services and water connections**

Case No. 2379,  
Hearing Order  
Approval Order

This proceeding was begun upon application dated June 10, 1919, by the Brooklyn Borough Gas Company for consent and permission of the Commission to sell to the Flatbush Gas Company such mains, services and meter connections as it had in that part of the 32nd Ward of the Borough of Brooklyn, City and State of New York, known as Fiske Terrace. On June 13, 1919, the Commission made an order directing that a hearing be had in the matter on June 16, 1919.

On July 16, 1919, the Commission adopted the following order:

**IN THE MATTER**

**OF THE**

Application of THE BROOKLYN BOROUGH GAS COMPANY to the Public Service Commission for the First District of the State of New York for its consent and permission to sell to THE BROOKLYN UNION GAS COMPANY such mains, services and meter connections as it has in that part of the 32nd Ward of the Borough of Brooklyn known as Fiske Terrace

Case No. 2379,  
Order Granting Consent  
July 16, 1919

A hearing having been had by and before the Commission in the above-entitled matter on June 16, and July 3, 1919, and the consideration having been had, it is

*Ordered*, That the consent of the Public Service Commission for the First District, under Section 70 of the Public Service Commissions Law, be and it hereby is given to the Brooklyn Borough Gas Company to sell, transfer and assign to The Brooklyn Union Gas Company, in accordance with an agreement dated July 1, 1919, between the aforesaid companies, certain gas mains and services laid in certain streets in the thirty-second ward of the Borough of Brooklyn, City of New York, said gas mains, services and streets being more particularly described in said agreement, a copy of which has been filed with the Commission.

**Bronx Gas and Electric Company — Complaint of Richard J. Lynch as to alleged refusal to furnish gas**

Case No. 2382,  
Hearing Order  
Memorandum  
Final Order  
Order Denying Application for Rehearing

This proceeding was begun upon complaint dated June 10, 1919, by Richard J. Lynch, who asked that the Bronx Gas & Electric Company be directed to extend its mains and service so as to furnish gas at his residence, No. 2832 Maitland Avenue, Borough of The Bronx. On June 20, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in this matter on June 30, 1919.

On July 18, 1919, Deputy and Acting Commissioner Glennon filed a memorandum (10 P. S. C. R. [1st Dist. N. Y.] 98) recommending that the application of Mr. Lynch for the extension of gas service be granted and in accordance therewith issued the following order:

**IN THE MATTER**

**OF THE**

Complaint of RICHARD J. LYNCH v. THE BRONX GAS AND ELECTRIC COMPANY as to the alleged refusal to furnish gas

Case No. 2382,  
Final Order  
July 18, 1919

A hearing having been duly had before the Commission in the above-entitled matter on July 7 and on July 10, 1919, Hon. Edward J. Glennon, Deputy Commissioner, who was duly authorized for that purpose, presiding, and Atwater and

Cruikshank, by E. L. Blackman, of Counsel, appearing for The Bronx Gas and Electric Company, and Alex. M. Hamburg, Assistant Counsel, attending on behalf of the Commission; and the Commission being of the opinion, after said hearing, that The Bronx Gas and Electric Company should be required to extend its mains and service in such manner as may be necessary, in order to furnish and provide safe and adequate service of gas to the residents on that part of Maitland Avenue, in the Borough of The Bronx, City of New York, hereinafter described, it is

*Ordered*, That The Bronx Gas and Electric Company be and it is hereby directed to extend its gas mains and service in such manner as may be necessary in order to furnish and provide safe and adequate service of gas to persons residing on Maitland Avenue, between Mayflower and Ericsson Avenues, in the Borough of The Bronx, City of New York.

*Further ordered*, That the said extension shall be completed and in service not later than September 1, 1919.

*Further ordered*, That this order shall take effect forthwith and continue in effect until changed or abrogated by further order of this Commission, and that within ten (10) days after service of a certified copy of this order The Bronx Gas and Electric Company shall notify the Commission whether the terms of this order are accepted and will be obeyed.

On August 12, 1919 the Commission made the following order:

<p style="text-align: center;">IN THE MATTER</p> <p style="text-align: center;">OF THE</p> <p style="text-align: center;">Complaint of RICHARD J. LYNCH</p> <p style="text-align: center;"><i>against</i></p> <p>THE BRONX GAS AND ELECTRIC COMPANY as to the alleged refusal to furnish gas</p>	<p>Case No. 2382. Order Denying Application for Rehearing August 12, 1919</p>
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An order having been duly made in the above-entitled matter on July 18, 1919, directing the Bronx Gas and Electric Company to extend its mains and service in such manner as may be necessary, in order to furnish and provide adequate service of gas to persons residing on Maitland Avenue, between Mayflower and Ericsson Avenues, in the Borough of The Bronx, City of New York; and The Bronx Gas and Electric Company having made application dated August 1, 1919, for a rehearing in respect to the said order; and, in the judgment of the Commission, sufficient reason therefor not having been made to appear, it is

*Ordered*, That the said application of August 1, 1919, by The Bronx Gas and Electric Company for a rehearing be and the same hereby is in all respects denied.

**The Bronx Gas and Electric Company — Complaint of Frank White and others as to extension of gas mains in Odell Street, Borough of The Bronx**

Case No. 2401,  
Hearing Order  
Discontinuance Order

This proceeding was begun upon complaint of Frank White and others against the Bronx Gas & Electric Company, asking for an extension of gas mains and service, in Odell Street, Borough of The Bronx. On August 11, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on September 11, 1919.

On September 19, 1919, the Commission made the following order:

<p style="text-align: center;">IN THE MATTER</p> <p style="text-align: center;">OF THE</p> <p>Complaint of FRANK WHITE AND OTHERS <i>against</i> the BRONX GAS AND ELECTRIC COMPANY as to the extension of gas mains in the Borough of The Bronx, City of New York</p>	<p>Case No. 2401, Discontinuance Order September 19, 1919</p>
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The Commission having received a communication dated August 14, 1919, from the Bronx Gas & Electric Company, stating its willingness to comply with the request made by the complainant and others who joined with him in his petition

to this Commission, for an extension of the Company's service main, from its main on Purdy Street to No. 1571 Odell Street, New York City, and having also received a communication from the complainant, Frank White, requesting a dismissal of his complaint against the said company,

*Now, therefore, it is*

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued.

**Westchester Lighting Company** — Complaint of Joseph Barson as to payment required for extension of service to his premises on Merriewood Avenue, City Island, Borough of The Bronx

Case No. 2404,  
Hearing Order  
Discontinuance Order

This proceeding was begun upon complaint of Joseph Barson against the Westchester Lighting Company as to payment required for the extension of its lines so as to furnish electric current to his premises on Merriewood Avenue, in the Borough of The Bronx, City of New York. On August 11, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had on August 18, 1919.

On August 22, 1919, the Commission made the following order:

IN THE MATTER  
OF THE

Complaint of JOSEPH BARSON against the WESTCHESTER LIGHTING COMPANY as to the payment required for the extension of its lines to his premises on Merriewood Avenue, City Island, in the Borough of The Bronx, New York City

Case No. 2404,  
Order Discontinuing  
Proceeding  
August 22, 1919

The complainant, Mr. Joseph Barson, of Merriewood Avenue, City Island, having withdrawn his complaint herein and requested the discontinuance hereof, it is *Ordered*, That the above-entitled proceeding be and it hereby is discontinued.

**The Brooklyn Borough Gas Company** — Proposed sale of Sheepshead Bay property

Case No. 2430,  
Hearing Order  
Approval Order

This case was begun upon application by petition, dated October 9, 1919, by the Brooklyn Borough Gas Company for permission to sell, for the sum of \$18,000, certain real estate known as the site of the "old plant". On October 24, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on October 28, 1919.

On October 28, 1919, the Commission made the following order in this case:

IN THE MATTER  
OF THE

Petition of BROOKLYN BOROUGH GAS COMPANY relative to proposed sale of Sheepshead Bay road property

Case No. 2430,  
Order Approving Sale of  
Certain Property  
October 28, 1919

The Brooklyn Borough Gas Company having made application to this Commission by petition, dated October 9, 1919, for permission to sell for the sum of eighteen thousand (\$18,000) dollars, certain real estate described in said petition, which said piece or parcel of land is known to the Commission as the site of the "Old Plant", and a hearing having been duly had by and before the Commission upon said application on October 28, 1919, Hon. Edward J. Glennon, Deputy Commissioner, presiding, Wilson W. Thompson appearing for the said Brooklyn Borough Gas Company, and Terence Farley, Counsel, and Russell B. Burnside, Assistant Counsel, attending for the Commission, and testimony having been taken, and evidence having been received, and it having been made to appear that the said piece or parcel of land which the company now proposes to sell is the site upon which

its plant formerly stood, and that such plant has been dismantled and another plant constructed upon a site more conveniently located for the distribution of the service now being furnished by the applicant company, and that the said company now owns, in addition to the land upon which its gas plant now stands, certain other land and real estate upon which future improvements, betterments, and additions to its existing plant may hereafter be constructed, when necessary, and that the said piece or parcel of land which this company now proposes to sell is now no longer used or useful in its service, and that the company proposes to apply the proceeds received from the sale thereof to the construction of betterments, improvements and additions to its plant and structure and that the price at which the proposed sale is to be made, namely, eighteen thousand (\$18,000) dollars, is the reasonable value of the said piece or parcel of land proposed to be sold, and this Commission, after consideration of all of the testimony taken and evidence received at said hearing, being now of the opinion that the interests of the public and the applicant company will be best served by permitting and authorizing the claimant company to sell the said piece or parcel of land for said sum, it is

*Ordered*, That this Commission do and it hereby does authorize the Brooklyn Borough Gas Company to sell the certain piece or parcel of land described in its petition herein for the sum of eighteen thousand (\$18,000) dollars upon condition that, within two (2) days after service upon it of a duly certified copy of this order, the said company file with this Commission its duly acknowledged acceptance of the terms and conditions herein specified, that the proceeds received from the sale thereof be applied by it to the purpose of making additions, betterments and improvements to its plant and structure and to no other use or purpose.

Astoria Light, Heat & Power Company, Bronx Gas & Electric Company, Brooklyn Borough Gas Company, Brooklyn Union Gas Company, Central Union Gas Company, Consolidated Gas Company, East River Gas Company of Long Island City, Flatbush Gas Company, Jamaica Gas Light Company, Kings County Lighting Company, New Amsterdam Gas Company, Newtown Gas Company, New York & Queens Gas Company, New York & Richmond Gas Company, New York Mutual Gas Light Company, Northern Union Gas Company, Queens Borough Gas & Electric Company, Richmond Hill & Queens County Gas Light Company, Standard Gas Light Company, Westchester Lighting Company and Woodhaven Gas Light Company—Installation of meters set at a figure other than zero

Case No. 1344,  
Suspension Order

On December 5, 1919, the Commission in this case made the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION upon the question of improvements to or changes in the methods employed by ASTORIA LIGHT, HEAT & POWER COMPANY, BRONX GAS & ELECTRIC COMPANY, BROOKLYN BOROUGH GAS COMPANY, BROOKLYN UNION GAS COMPANY, CENTRAL UNION GAS COMPANY, CONSOLIDATED GAS COMPANY, EAST RIVER GAS COMPANY OF LONG ISLAND CITY, FLATBUSH GAS COMPANY, JAMAICA GAS LIGHT COMPANY, KINGS COUNTY LIGHTING COMPANY, NEW AMSTERDAM GAS COMPANY, NEWTOWN GAS COMPANY, NEW YORK & QUEENS GAS COMPANY, NEW YORK AND RICHMOND GAS COMPANY, NEW YORK MUTUAL GAS LIGHT COMPANY, NORTHERN UNION GAS COMPANY, QUEENS BOROUGH GAS & ELECTRIC COMPANY, RICHMOND HILL & QUEENS COUNTY GAS LIGHT COMPANY, STANDARD GAS LIGHT COMPANY, WESTCHESTER LIGHTING COMPANY and WOODHAVEN GAS LIGHT COMPANY in installing meters set at a figure other than zero

Case No. 1344.  
Order Suspending Amended  
Order  
December 5, 1919

A final order having been duly adopted by this Commission on June 2, 1911, directing and requiring the above-named companies to make certain changes and improvements in the installation and reading of gas meters, and the Commission having amended said order of June 2, 1911, by an amendatory order, made on December 12, 1913, in which order the companies above-named were ordered to cause the indexes of all gas meters removed from consumers' premises to be set at zero before the meter is again put in use, or submitted to the inspectors of

the Commission for testing or sealing; and the Brooklyn Union Gas Company and its subsidiary companies, the Flatbush Gas Company, the Newtown Gas Company, the Jamaica Gas Company, the Woodhaven Gas Light Company and the Richmond Hill & Queens County Gas Light Company having made application to the Commission by letter, dated November 6, 1919, for the suspension of said amended order of December 12, 1913, and the companies having stated in their letter that the suspension of the order is to refer only to meters removed from the district which show no physical defects and are in proof and bear the seal of the Commission, and the Commission being of the opinion that said amended order of December 12, 1913, may be suspended for a period of six months, provided, and not otherwise, that said companies will accept and comply with the conditions hereinafter stated,

Now, therefore, it is

Ordered,

1. That said order of December 12, 1913, be suspended as to said applicant companies for a period of six months, and only as to removed meters which show no physical defects and are in proof and bear the seal of the Commission; provided, and not otherwise, that said companies will accept and comply with the following conditions:

(a) That all such meters before being reset be submitted to Public Service Commission's representative for testing and sealing.

(b) That said companies, the Brooklyn Union Gas Company and its subsidiary companies, that is, the Flatbush Gas Company, the Newtown Gas Company, the Jamaica Gas Light Company, the Woodhaven Gas Light Company and the Richmond Hill & Queens County Gas Light Company, in lieu of replacing meter indexes at zero of all gas meters removed from consumers' premises, will provide consumers of gas using such meters with a printed form showing in proper detail a gas-meter dial, position of hands to be drawn on such dial as they appear on the meter when set, with the figures representing the reading, copy of such form to be kept on file by the above-named companies.

(c) That said companies formally notify the Commission on or before the 9th day of December, 1919, that the provisions of this order are accepted and will be complied with and obeyed.

2. That this order shall take effect on the 9th day of December, 1919.

(For the order of June 2, 1911, and the amendatory order of December 12, 1913, see Volume I, Annual Report of the Commission for 1911, page 403, and Volume I, Annual Report of the Commission for 1913, page 560, respectively.)

### Brooklyn Borough Gas Company — Complaint, petition and application as to illuminating power, standard and price of gas in thirty-first and thirty-second wards of Brooklyn

Case No. 2320,  
Amendatory Order

On December 19, 1919, the Commission in this case made the following order:

#### IN THE MATTER OF THE

Complaint, Petition and Application of the BROOKLYN BOROUGH GAS COMPANY, a gas corporation (1) for a hearing and investigation as to the illuminating power, standard and price of gas in the thirty-first ward and in the thirty-second ward, in the Borough of Brooklyn, in the City of New York; and for an order (2) directing that the maximum price to be charged all private consumers for gas in said wards by said corporation shall be \$1.25 per 1,000 cubic feet; and (3) directing that said corporation may change its standard from its present 22 candle-power standard and adopt the British thermal unit (B. T. U.) standard

Case No. 2320,  
Order Amending Order  
Made December 12, 1918  
December 19, 1919

It is ordered, That Section 1 of the order made herein on the 12th day of December, 1918, be and it hereby is amended to read as follows:

1. That the maximum price to be charged by the Brooklyn Borough Gas Company for gas shall be as follows:

(a) On and after the date hereof, One Dollar and Ten Cents per thousand cubic of gas sold and delivered to consumers;

(b) On and after February 1, 1920, to and including June 30, 1920, Ninety-five Cents per thousand cubic feet of gas sold and delivered to consumers.

unless the Commission, pursuant to the provisions of the Public Service Commissions Law and of this order, shall, on or before June 30, 1920, fix by order a

higher or lower or different rate thereafter to be charged and collected by the company for gas sold and delivered to consumers.

*Further ordered*, That this order take effect forthwith and continue in force until changed or abrogated by order of the Commission.

*Further ordered*, That within five days from the date hereof the Brooklyn Gas Company shall notify this Commission in writing whether the terms of this order are accepted and will be obeyed.

## OTHER MATTERS RELATING TO STEAM CORPORATIONS

### New York Steam Company — Improvements in methods and property

Case No. 1763,  
Extension Order

Application in writing, dated March 11, 1919, having been made by the New York Steam Company for a further extension of time of 12 months within which to remove and replace its steam mains for the year beginning March 1, 1915, as required by the order entered in this case on February 11, 1915, wherein and whereby the New York Steam Company was directed to remove and replace its steam mains of the brick trench type (other than steam mains of "intermediate construction") with mains of modern tile construction at the rate of not less than 10,000 feet in each year, beginning March 1, 1915, the Commission on April 26, 1919 issued an order (see blank form of extension order, page 135) granting the desired extension. (For the order of February 11, 1915, see Volume I, Annual Report of the Commission for 1915, page 722.)

### New York Steam Company — Matter of certifying a register for a type of steam-flow meter

Case No. 2394,  
Approval Order

The Commission in this case on July 11, 1919, made the following order:

IN THE MATTER  
OF  
Certifying a Register for a Type of Steam-flow  
Meter

Case No. 2394,  
Order of Commission  
July 11, 1919

*Whereas*, under date of April 22, 1919, the New York Steam Co. made application for approval of an integrating register known as the Pendleton Integrating Register, which is manufactured by F. E. Pendleton, of No. 280 Madison Avenue, New York City, and

*Whereas*, said device having been examined in the Electrical Laboratory and sufficiently tested to indicate that it will satisfactorily perform its functions,

*Now, therefore*, it is

*Ordered*, that the following device is approved for use in combination with the St. John Steam Meter for recording and integrating the total flow of steam through the meters used on the premises of the consumers of the Company's service.

*F. E. Pendleton*

Pendleton Integrating Register: Cuts 606-607

*General*: In previous types of registers the integration of the varying rates of flow through flow meters has been accomplished by causing a small friction wheel, connected directly to a counter or dial, to be moved across the face of a disk rotated at constant speed by a clock movement, with which disk the perimeter of the wheel is held in contact. The friction wheel is normally held at the centre of the disk corresponding to zero rate of flow in which position there is no movement of the wheel and dial. With increasing rates of flow, the friction wheel is moved radially away from the centre of the disk, the distance being proportional to the rates of flow, and by means of the contact with the rotating disk there results a rotation of the friction wheel and a movement of the dial corresponding in amount to the rate of flow. Accuracy in this device depends primarily upon securing at all times a perfect rolling contact, without slippage, between friction wheel and disk. The friction of contact of wheel and disk must always be greater than the frictional resistance of dial gears or slippage will occur. Also for locations

of the friction wheel at points close to the centre of the disk and at distances from the center not exceeding in amount the radius of the friction wheel it has been observed that the angular movement of the disk surface is so great that perfect rolling contact may not occur and a slipping of the friction wheel may result with consequent loss of registration of the counter or dial.

In the Pendleton register the friction (measuring) wheel is restricted to operate at distances from the center of the disk equal to or exceeding in amount the radius of the friction wheel, thus eliminating any possible slippage due to imperfect rolling contact. Also in the Pendleton register, the operation of the dial is a direct load upon the clock and the friction (measuring) wheel operates merely to govern the rate of registration on the dial without itself producing the movement.

**Shape of Register:** Round, with rectangular shaped extension at bottom for attachment to flow meter and half round glass covered extension at top to accommodate counter.

**Cover:** Round in shape. Glass with hinged brass frame; lug for sealing.

**Base:** Cast iron, in two parts. Back section supports all internal mechanism and front section serves to enclose whole device.

**Frame:** Aluminum in two parts, held together by brass studs. Supports clock, dial and disk mechanism.

**Meter Connection:** Cast-iron register arm is connected to meter spindle projecting through meter casing and through back of register case and supports pencil arm in front and also the carriage arm.

**Dial Disk Mechanism:** An aluminum disk, having a surface of soft rubber, is rotated at constant speed by clock movement. A measuring wheel with a milled periphery held in close contact with the rubber disk is mounted with its axis parallel to the face of the disk. The measuring wheel is connected to one member of a small planetary differential gearing, while the clock is directly connected to a second member of the gearing and the third or floating member of the gearing is connected to the counter or dial. By the use of this differential gearing when the measuring wheel is at a distance from the center of the disk equal to its own radius, the floating member connected with the counter or dial is stationary and no registration occurs. As the measuring wheel is moved radially toward the outer edge of the disk and away from its initial position, called the "zero circle," the movement of the floating member of the differential and the registration on the dial is proportional to such distance from the "zero circle".

All members of the differential rotate in the same direction and are supported on a shaft directly driven by the clock, which rotates more rapidly than the members of the differential are designed to move. A powerful friction may be brought to bear between the differential members and the more rapidly rotating shaft on which they are supported, such that the member connected to the measuring wheel and also the measuring wheel itself tend to rotate at as great or even greater speed than is permitted by the contact of wheel and disk. By this arrangement the operation of the dial is a direct load upon the clock, and the measuring wheel operates merely to govern the rate of registration on the dial without itself producing the movement. The measuring wheel as it operates to govern the rate of registration on the dial is free from all tendency to slip.

The measuring wheel is mounted on a carriage which is actuated to move horizontally across the face of the disk. The carriage is supported on small rollers resting on a small shaft. Another roller normally operates against the back of the clock case and, by means of a light spring, maintains a slight pressure of the measuring wheel against the disk at all times and in all positions. All gears are brass except the measuring wheel and the long carriage gear wheel which are bronze.

**Bearings:** Steel journals operating in brass bearings.

**Clock:** The clock is mounted in a dust-proof case and supports a reducing gearing and chart centre with cap which operates to rotate the dial once in eight days. The chart records graphically the manner in which the steam is used. For a condition of steady flow the correctness of the integration may be determined by comparing the chart reading with the increments in the dial reading through any given period of time.

**Dial:** Round in shape. Lusterless white enamel finish. Five sub-dials reading either direct or with a constant. Frame and gears brass.

**Readings:** The register is intended for use with all sizes of meter and is direct reading only for a meter having a constant of 1,000 pounds of steam per hour. For any other size meter the readings of dial and chart must be multiplied by a constant. A table of pressure factors is furnished by means of a plate secured to the case, so that determination may be quickly made for any steam pressure existing at the meter.

The Company shall keep at its office a record of each inspection made of a Pendleton Integrating Register. This record shall be open to inspection by the Commission's Chief Inspector of Electric Meters, or his representatives, and shall show the date of inspection, defects and failures found and the number of the Integrating Registers and Steam Meters.

**Further ordered,** That the approval hereby granted shall take effect immediately and remain in force for two years from the date hereof unless sooner abrogated or amended by the Commission.



## RATES, FARES AND CHARGES

Brooklyn Heights Railroad Company, Coney Island and Brooklyn Railroad Company, Brooklyn, Queens County and Suburban Railroad Company, Coney Island and Gravesend Railway Company, Nassau Electric Railroad Company, New York Consolidated Railroad Company and South Brooklyn Railway Company — Rates and fares

Case No. 2812,  
Suspension Orders  
Discontinuance Order

On January 7, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF THE

New schedule of rates, fares and regulations revising Local and Joint Passenger Tariff No. 1 of BROOKLYN HEIGHTS RAILROAD COMPANY, CONEY ISLAND and BROOKLYN RAILROAD COMPANY, BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY, CONEY ISLAND AND GRAVESEND RAILWAY COMPANY, NASSAU ELECTRIC RAILROAD COMPANY, NEW YORK CONSOLIDATED RAILROAD COMPANY and SOUTH BROOKLYN RAILWAY COMPANY, proposed to take effect July 29, 1918

Case No. 2312,  
Order Further Suspending  
Revised Rates and Regulations  
January 7, 1919

The Commission having by order, dated July 24, 1918, fixed September 5, 1918, for the hearing to determine the lawfulness of a certain passenger tariff filed by and on behalf of the above-named common carriers July 1, 1918, and suspended until September 15, 1918, the revising sheets contained in said passenger tariff, and having by orders dated September 12, 1918, and November 8, 1918, further suspended until January 9, 1919, the revising sheets contained in said passenger tariff, and the hearing not having yet been concluded, it is

*Ordered*, That of the said Local and Joint Passenger Tariff No. 1 filed, as aforesaid, July 1, 1918, the revising sheets contained therein proposed to take effect July 29, 1918, and numbered as follows, that is to say, sheets numbered 4, 5, 7, 8, 9, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 37, 38, 40, 42, 43, 44, 45, 48, 49, 50, 52, 53, 54, 55, 56, 57, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 71, 73, 74, 76, be and the same hereby are further suspended until April 9, 1919, and that the use of each and every rate, fare, charge, practice and regulation affecting any rate, fare or charge shown in such revising sheets of said schedule be and hereby is deferred until April 9, 1919, unless the Commission, by order entered thereon, shall determine otherwise as to the effective date or lawfulness in whole or in part of said schedule.

*Further ordered*, That this order be filed with said schedule and forthwith delivered to and served upon the aforesaid common carriers affected thereby, viz.:

Brooklyn Heights Railroad Company,  
Coney Island and Brooklyn Railroad Company,  
Brooklyn, Queens County and Suburban Railroad Company,  
Coney Island and Gravesend Railway Company,  
Nassau Electric Railroad Company,  
New York Consolidated Railroad Company,  
South Brooklyn Railway Company.

On April 8, 1919, Acting Chairman Whitney issued the following order which was confirmed by the Commission April 10, 1919:

IN THE MATTER  
OF THE

New schedule of rates, fares and regulations revising Local and Joint Passenger Tariff No. 1 of BROOKLYN HEIGHTS RAILROAD COMPANY, CONEY ISLAND and BROOKLYN RAILROAD COMPANY, BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY, CONEY ISLAND AND GRAVESEND RAILWAY COMPANY, NASSAU ELECTRIC RAILROAD COMPANY, NEW YORK CONSOLIDATED RAILROAD COMPANY and SOUTH BROOKLYN RAILWAY COMPANY, proposed to take effect July 29, 1918

Case No. 2312,  
Order Further Suspending  
Revised Rates and Regulations  
April 10, 1919

The Commission having by order, dated July 24, 1918, fixed September 5, 1918, for the hearing to determine the lawfulness of a certain passenger tariff filed by

and on behalf of the above-named common carriers July 1, 1918, and suspended until September 15, 1918, the revising sheets contained in said passenger tariff, and having by subsequent orders further suspended until April 9, 1919, the revising sheets contained in said passenger tariff, and the hearing having been concluded but no determination made, it is

*Ordered*, That of the said Local and Joint Passenger Tariff No. 1 filed, as aforesaid, July 1, 1918, the revising sheets contained therein proposed to take effect July 29, 1918, and numbered as follows, that is to say, sheets numbered 4, 5, 7, 8, 9, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 37, 38, 40, 42, 43, 44, 45, 48, 49, 50, 52, 53, 54, 55, 56, 57, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 71, 73, 74, 76, be and the same hereby are further suspended until May 28, 1919, and that the use of each and every rate, fare, charge, practice and regulation affecting any rate, fare or charge shown in such revising sheets of said schedule be and hereby is deferred until May 28, 1919, unless the Commission, by order entered thereon, shall determine otherwise as to the effective date or lawfulness in whole or in part of said schedule.

*Further ordered*, That this order be filed with said schedule and forthwith delivered to and served upon the aforesaid common carriers affected thereby, viz.:

Brooklyn Heights Railroad Company,  
Coney Island and Brooklyn Railroad Company,  
Brooklyn, Queens County and Suburban Railroad  
Company,  
Coney Island and Gravesend Railway Company,  
Nassau Electric Railroad Company,  
New York Consolidated Railroad Company,  
South Brooklyn Railway Company.

On April 17th, the Commission adopted an order discontinuing the proceedings in this case as it seems that the companies by a communication dated March 27, 1919, withdrew the revised sheets as described above to its Local and Joint Passenger Tariff No. 1, filed with the Commission June 20, 1918. The communication was not presented to the Commission until its meeting on the 17th of April, 1919.

(For the orders adopted in this case in 1918, see Volume I, Annual Report of the Commission for 1918, page 609.)

**Brooklyn Heights Railroad Company, Brooklyn, Queens County and Suburban Railroad Company, The Coney Island and Brooklyn Railroad Company, Coney Island and Gravesend Railway Company, and the Nassau Electric Railroad Company—Proposed new local and joint passenger tariffs for transportation of persons and property**

Cases Nos. 2323, 2324, 2325, 2326, and 2327,  
Suspension Orders  
Hearing Orders  
Order Authorizing Charge for Transfers.

These cases were begun in 1918 upon motion of the Commission to investigate new local and joint passenger tariffs filed with the Commission on September 10, 1918, on behalf of the above named companies. (See Volume I, Annual Report of the Commission for 1918, pages 569 to 574, inclusive.)

On January 7, 1919, the Commission in these cases adopted orders further suspending said tariffs and deferring the use of the proposed changed rates, fares and charges therein set forth until April 9, 1919.

On April 10, 1919, the Commission again in these cases adopted orders further suspending said tariffs and deferring the use of the proposed changed rates, fares and charges therein set forth until June 9, 1919.

On June 5, 1919, the Commission in these cases again adopted orders further suspending said tariffs and deferring the use of the proposed changed rates, fares and charges therein set forth until July 9, 1919.

On July 1, 1919, the Commission directed that a further hearing be had in the matter of these cases on July 3, 1919, for the purpose of hearing argument of Counsel and, if the Commission deemed it necessary, to take further testimony therein.

On July 8, 1919, the Commission in these cases again adopted orders further suspending said tariffs and deferring the use of the proposed changed rates, fares and charges therein set forth until August 9, 1919.

On July 17, 1919, the Commission in these cases and in Case No. 1801 adopted an order designated Special Permission No. 623, authorizing these companies to charge for transfers. (For the full text of the order of July 17, 1919, see Case No. 1801, page 320 of this volume.)

**South Brooklyn Railway Company — Proposed new local and joint passenger tariff for transportation of persons and property**

Case No. 2328,  
Suspension Orders  
Hearing Order  
Discontinuance Order

This proceeding was begun upon motion of the Commission, in 1918, to investigate a new local and joint passenger tariff filed with the Commission on September 10, 1918, by the South Brooklyn Railway Company. (See Volume I, Annual Report of the Commission for 1918, page 574.)

On January 7, 1919, the Commission adopted an order further suspending said tariff and deferring the use of the proposed changed rates, fares and charges therein set forth until April 9, 1919.

On April 10, 1919, the Commission again adopted an order further suspending said tariff and deferring the use of the proposed changed rates, fares and charges therein set forth until June 9, 1919.

On June 5, 1919, the Commission again adopted an order further suspending said tariff and deferring the use of the proposed changed rates, fares and charges therein set forth until July 9, 1919.

On July 1, 1919, the Commission adopted an order (see blank form of hearing order, page 157) directing that a further hearing in the matter of this case be held on July 3, 1919.

On July 8, 1919, the Commission again adopted an order further suspending said tariff and deferring the use of the proposed changed rates, fares and charges therein set forth until August 9, 1919.

On August 11, 1919, the Commission in this case adopted the following order:

**IN THE MATTER  
OF THE**

Hearing on motion of the COMMISSION as to the proposed new Local and Joint Passenger Tariff of the SOUTH BROOKLYN RAILWAY COMPANY, for the transportation of persons and property, identified as Local and Joint Passenger Tariff No. 1, issued and posted September 10, 1918, effective October 10, 1918

Case No. 2328.  
Discontinuance Order  
August 11, 1919

The South Brooklyn Railway Company having filed with this Commission on or about September 10, 1918, a new Local and Joint Passenger Tariff for the transportation of persons and property, identified as Local and Joint Passenger Tariff No. 1, and said tariff having been suspended by order of the Commission, dated September 10, 1919, and having been further suspended by subsequent orders of the Commission until August 9, 1919; and a hearing having been had concerning the lawfulness and propriety of said tariff; and said company having now under date of August 9, 1919, addressed a letter to the Commission signed by H. A. Crowe, General Passenger Agent for Lindley M. Garrison, Receiver, withdrawing said Local and Joint Passenger Tariff No. 1, filed September 10, 1918; and the Commission being of the opinion that said Company should be permitted to withdraw said tariff schedule and that the proceeding herein should be discontinued.

*Ordered*, That permission be and it hereby is granted to said South Brooklyn Railway Company to withdraw said Local and Joint Passenger Tariff No. 1, filed September 10, 1918, and that the above-entitled proceeding be and the same hereby is discontinued.

**New York Consolidated Railroad Company — Proposed new local and joint passenger tariff for transportation of persons and property**

Case No. 2329.  
Suspension Orders  
Hearing Order  
Discontinuance Order

This proceeding was begun, upon motion of the Commission in 1918, to investigate a new local and joint passenger tariff, filed with the Commission on September 10, 1918, by the New York Consolidated Railroad Company. (See Volume I, Annual Report of the Commission for 1918, page 575.)

On January 7, 1919, the Commission adopted an order further suspending said tariff and deferring the use of the proposed changed rates, fares and charges therein set forth until April 9, 1919.

On April 10, 1919, the Commission again adopted an order further suspending said tariff and deferring the use of the proposed changed rates, fares and charges therein set forth until June 9, 1919.

On June 5, 1919, the Commission again adopted an order further suspending said tariff and deferring the use of the proposed changed rates, fares and charges therein set forth until July 9, 1919.

On July 1, 1919, the Commission adopted an order (see blank form of hearing order, page 157) directing that a further hearing in the matter of this case be held on July 3, 1919.

On July 8, 1919, the Commission again adopted an order further suspending said tariff and deferring the use of the proposed changed rates, fares and charges therein set forth until August 9, 1919.

On August 11, 1919, the Commission in this case adopted the following order:

**IN THE MATTER  
OF THE**

Hearing on motion of the COMMISSION as to the proposed new Local and Joint Passenger Tariff of the NEW YORK CONSOLIDATED RAILROAD COMPANY for the transportation of persons and property, identified as Local and Joint Passenger Tariff No. 1, issued and posted September 10, 1918, effective October 10, 1918

Case No. 2329,  
Discontinuance Order  
August 11, 1919

The New York Consolidated Railroad Company having filed with this Commission, on or about September 10, 1918, a new Local and Joint Passenger Tariff for the transportation of persons and property, identified as Local and Joint Passenger Tariff No. 1; and said tariff having been suspended by order of the Commission, dated September 10, 1918, and having been further suspended by subsequent orders of the Commission until August 9, 1919; and a hearing having been had concerning the lawfulness and propriety of said tariff; and said company having now, under date of August 8, 1919, addressed a letter to the Commission, signed by H. A. Crowe, General Passenger Agent for Lindley M. Garrison, Receiver, withdrawing said Local and Joint Passenger Tariff No. 1, filed September 10, 1918; and the Commission being of the opinion that said company should be permitted to withdraw said tariff schedule and that the proceeding herein should be discontinued.

*Ordered*, That permission be and it hereby is granted to said New York Consolidated Railroad Company to withdraw said Local and Joint Passenger Tariff No. 1, filed September 10, 1918, and that the above-entitled proceeding be and the same hereby is discontinued.

**The Bronx Gas and Electric Company — Rates and charges for electric service**

Case No. 2345,  
Denial Order  
Resolution Authorizing Execution of Return  
to Writ of Certiorari

On January 10, 1919, the Commission in this case adopted the following order:

**IN THE MATTER  
OF THE**

Hearing on the motion of the COMMISSION as to the lawfulness and reasonableness of a minimum rate or charge for electric service by  
THE BRONX GAS AND ELECTRIC COMPANY

Case No. 2345,  
Order Denying Application  
for Rehearing  
January 10, 1919

An order having been duly made in the above-entitled proceeding on December 31, 1918, and The Bronx Gas and Electric Company having made application in writing, dated January 6, 1919, for a rehearing in respect to the terms of the said order, and in the judgment of the Commission sufficient reason for such rehearing not having been made to appear, it is

*Ordered*, That the above-mentioned application for a rehearing be and the same hereby is in all respects denied.

In a communication, dated January 14, 1919, from Atwater & Cruikshank, attorneys for the Bronx Gas & Electric Company, that company advised the Commission that it did not accept the order in this case which prohibited it from making a minimum charge for electric service.

The company thereafter obtained from the Supreme Court, County of New York, a writ of certiorari to review the Commission's order in this case of December 31, 1918. On March 4, 1919, the Commission adopted the following resolution:

*Whereas*, Counsel has submitted to the Commission a proposed Return to the Writ of Certiorari issued January 18, 1919, in "The People of the State of New York on the relation of The Bronx Gas and Electric Company, Relator, against the Public Service Commission of the State of New York for the First District, and Travis H. Whitney, Charles S. Hervey and F. J. H. Kracke, as Commissioners thereof, Respondents."

*Resolved*, That the Chairman and Secretary be and they are hereby authorized to execute the said return and attest it under the seal of the Commission.

### Westcott Express Company — Application for increase in rates

Case No. 2339,  
Order Fixing Rate

This proceeding was begun on the application of the Westcott Express Company September 27, 1918, alleging that the tariff rates for the transfer and transportation of baggage within the City of New York was inadequate (see Volume 1, Annual Report of the Commission for 1918, page 578). Hearings were closed in the case on January 10, 1919.

On January 14, 1919, the Commission adopted the following order.

#### IN THE MATTER

#### OF THE

Application of the WESTCOTT EXPRESS COMPANY for an increase in the rates and charges applying to the transfer and transportation of baggage in New York City

Case No. 2339.  
Order Fixing Maximum  
Rate for Baggage  
January 14, 1919

The Westcott Express Company having filed with the Public Service Commission for the First District a petition, verified September 27, 1918, alleging that the present tariff rates for the transfer and transportation of baggage within the City of New York are inadequate and praying that an order be made permitting said Company to put into effect upon one day's notice a new schedule of rates providing for an increase of twenty-five cents per piece of baggage; and thereafter, on January 6, 1919, said Company having amended its petition, by praying that an order be made permitting said Company to put into effect a new schedule of rates providing for an increase of ten cents, instead of twenty-five cents, per piece of baggage, and a hearing having been duly held by and before the Commission upon the original petition on October 8, 15, 22, 29, November 7, 21, and December 23, 1918, and upon the petition as amended, on January 6 and 10, 1919, Edwin De T. Bechtel appearing for the Westcott Express Company, Terence Farley and William J. Shields, Assistant Corporation Counsel of the City of New York, appearing for The City of New York, Edward M. Deegan, Assistant Counsel to the Commission, attending on behalf of the Commission, and the Commission being of the opinion that the maximum rates and charges now chargeable by the Westcott Express Company for the transfer and transportation of baggage are insufficient to yield reasonable compensation for the service rendered and are unjust and unreasonable, and that it is just and reasonable that such rates and charges should be increased as hereinafter provided, it is

I. *Ordered*, That the rates and charges to be observed and in force from and after January 15, 1919, to and including December 31, 1919, as the maximum to be charged by the Westcott Express Company for the transfer and transportation of baggage be, and the same hereby is, fixed at ten cents in addition to the present rates for such service, and that the Westcott Express Company be, and hereby is, authorized to charge, demand and collect for such service, for each piece of baggage, the sum of ten cents in addition to the present rate.

II. *Further ordered*, That before putting into effect the changes above set forth the Westcott Express Company shall file and publish, as required by law, at least one day prior thereto, a supplement or amendment to its tariff schedule showing such changes.

III. *Further ordered*, That the Westcott Express Company shall keep, and shall file promptly with the Commission such records as will show, month by month, from and after January 1, 1919, during the continuance of this order in effect, the revenues, expenses and reserves of the Company, and its additions to and deductions from capital account.

IV. *Further ordered*, That this order shall take effect forthwith and shall continue in effect from January 15, 1919, to December 31, 1919, unless the Commission pursuant to the provisions of the Public Service Commissions Law and to this order, shall, on or before December 31, 1919, fix by order a higher or lower or different rate to be thereafter charged by the Westcott Express Company for the transfer and transportation of baggage.

V. *Further ordered*, That, within five days from the date of the service of this order, the Westcott Express Company shall notify this Commission in writing whether the terms of this order are accepted and will be obeyed.

VI. *Further ordered*, That this case be set for further hearing before the Commission, in the light of actual operative statistics resulting from the enforcement of this order, on the first Monday of December, 1919, at 2:30 P. M., or on such earlier date or dates as the Commission may by order fix and announce, for such further investigation into the subject-matter of this proceeding as the Commission may deem proper and for the making of any further order in the premises as may appear to be proper.

### Electrical Corporations—Rates, contracts and practices relating to service furnished

Case No. 823,  
Amendatory Order

On February 18, 1919, the Commission in this case adopted the following order:

#### IN THE MATTER

#### OF

An investigation for the purpose of determining whether, in order to insure uniform and adequate dissemination of information as to the rates, contracts and practices relating to service furnished by ELECTRICAL CORPORATIONS, and to prevent discrimination and unreasonable preference by ELECTRICAL CORPORATIONS and also deviation from their rates, an order should be issued by the Commission with respect thereto

Case No. 823,  
Order Amending Order  
Prescribing Regulations  
as to Filing of Rate  
Schedules by Electrical  
Corporations  
February 18, 1919

It is

*Ordered*, That the order made herein on the 31st day of May, 1917, be and it is hereby amended by adding, after Section 11, a new section, as follows:

Section 11A — In case any schedule filed in accordance with the provisions hereof contain a rider or clause providing that the corporation by which the said schedule was filed shall increase or decrease the price per unit to be charged for service furnished or to be furnished by it because of any increase or decrease in the cost to the said corporation of any coal or other commodity by it used in the production and furnishing of the said service, the corporation filing the said schedule shall, provided any increase or decrease in the price to be charged is to be made, at least three (3) days before sending out bills for the collection of the amounts due it for service furnished file with the Commission and post and keep open to public inspection in its office and in each place where applications for the service furnished by it are received an original sheet or revised sheet signed by an officer of the said corporation showing the cost to it of the coal and other commodity upon which such increase or decrease is based used in the production and furnishing of the service for which bills are to be rendered and setting forth in detail the extent to which the rate or charges to be made or demanded by it are to be increased or decreased and the basis upon which such increase or decrease is to be made.

*Further ordered*, That this order shall take effect immediately and continue in force until abrogated or modified by the Commission.

*Further ordered*, That every electrical corporation with the jurisdiction of the Public Service Commission for the First District of the State of New York shall notify the Commission within ten days after service upon it of a certified copy of this order whether the terms of this order are accepted and will be obeyed.

(For the order adopted May 31, 1917, see Appendix A to Volume I, Annual Report of the Commission for 1917, page 119.)

## Steam Corporations — Filing of rates and schedules

Case No. 1890.  
Amendatory Order

On February 18, 1919, the Commission in this case adopted the following order:

IN THE MATTER  
OF  
Filing with the Public Service Commission for the  
First District of rates and schedules by STEAM  
CORPORATIONS

Case No. 1890,  
Order Amending Order  
Made November 24, 1914  
February 18, 1919

It is

*Ordered*, That the order made herein on the 24th day of November, 1914, be and it is hereby amended by adding thereto a new section, following Section 6, as follows:

Section 6A. — In case any schedule filed in accordance with the provisions hereof contain a rider or clause providing that the corporation, or its Receiver, by which the said schedule was filed shall increase or decrease the price per unit to be charged for service furnished or to be furnished by it because of any increase or decrease in the cost to the said corporation, or its Receiver, of any coal or other commodity by it used in the production and furnishing of the said service, the corporation, or its Receiver, filing the said schedule shall, provided any increase or decrease in the price to be charged is to be made, at least three (3) days before sending out bills for the collection of the amounts due it for service furnished, file with the Commission and post and keep open to public inspection in its office, and in each place where applications for the service furnished by it are received, an original sheet or revised sheet signed by an officer of the said corporation, or its Receiver, showing the cost to it of the coal, and other commodity upon which such increase or decrease is based, used in the production and furnishing of the service for which bills are to be rendered and setting forth in detail the extent to which the rate or charges to be made or demanded by it are to be increased or decreased and the basis upon which such increase or decrease is to be made.

*Further ordered*, That this order shall take effect immediately and continue in force until abrogated or modified by the Commission.

*Further ordered*, That every steam corporation and its Receiver within the jurisdiction of the Public Service Commission for the First District of the State of New York shall notify the Commission within ten days after service upon it of a certified copy of this order whether the terms of this order are accepted and will be obeyed.

(For the order of November 24, 1914, see Volume I, Annual Report of the Commission for 1914, page 559.)

## Westchester Lighting Company — Rates and charges

Case No. 2177,  
Memorandum  
Discontinuance Order

On April 17, 1919, the Commission filed a memorandum (10 P. S. C. R. [1st Dist. N. Y.] 41) in this case, and pursuant thereto adopted the following order:

IN THE MATTER  
OF THE  
Hearing on the motion of the COMMISSION as to the  
rates and charges of the WESTCHESTER LIGHTING  
COMPANY in respect of electric current furnished  
by it in the Borough of The Bronx

Case No. 2177,  
Order Discontinuing  
Proceeding  
April 17, 1919

A hearing having been had in this proceeding on February 7, 1917, and on certain adjourned dates, to and including March 19, 1917, before the Commission, and the Commission being of the opinion after due deliberation that this proceeding should be discontinued, it is

*Ordered*, That this proceeding be and the same hereby is discontinued, without prejudice to any future proceeding or to an order therein in regard to the subject-matter of this proceeding.

**Queens Borough Gas and Electric Company—Rate for electricity in the fifth ward, Borough of Queens****Case No. 2163,  
Discontinuance Order**

This proceeding was begun, in 1916, upon motion of the Commission as to rates, charges and practices of the Queens Borough Gas and Electric Company for electric current in the Fifth Ward of the Borough of Queens. (See Appendix A to Volume I, Annual Report of the Commission for 1916, page 118.)

On April 22, 1919, the Commission adopted the following order:

**IN THE MATTER****OF THE**

Hearing on motion of the COMMISSION as to the rates, charges and practices of the QUEENS BOROUGH GAS AND ELECTRIC COMPANY for electric current in the Fifth Ward in the Borough of Queens

Case No. 2163,  
Order Discontinuing  
Proceeding  
April 22, 1919

A hearing having been duly had in the above-entitled matter on December 11, 1916, and on certain adjourned dates to January 31, 1917, H. H. Whitman, Assistant Counsel, having attended for the Commission, Carleton Macy, President of, and Eugene D. Hawkins and Alfred T. Davison, its attorneys, having appeared for the Queens Borough Gas & Electric Company, Milo R. Maltbie, City Chamberlain, and Lamar Hardy, Corporation Counsel, by Samuel J. Rosensohn and Vincent Victory, Assistant Corporation Counsel, having appeared for The City of New York, Frederick T. Davies, having appeared for the Rockaway Park Citizens Association, Charles A. Brodek having appeared for F. R. Plexotto and other complainants and for the Progress Society of The Rockaways, and F. R. Plexotto having appeared for the Belle Harbor Property Owners' Association, and it having been adjourned subject to the call of the Commission, and subsequent to such hearing, an application having been filed by the said Queens Borough Gas & Electric Company in Case No. 2294 asking that the Commission fix the maximum rate for electricity to be charged by it in the fifth ward of the Borough of Queens at fourteen (14) cents per kilowatt-hour, and the Commission having thereupon held a hearing upon such application and having taken testimony as to the operations and affairs of the said company, and having made its determination denying such application for an increase in the maximum rate chargeable to fourteen (14) cents per kilowatt-hour, and it appearing to the Commission that the conditions of operation and service of the company which led to the commencement of this proceeding have materially changed and that the company had on January 1, 1918, increased the maximum rate for electricity from twelve (12) cents to thirteen (13) cents per kilowatt-hour, and that said rate has ever since been in effect, it is

**Ordered,** That this proceeding be and it is hereby discontinued without prejudice, however, to such other or further proceedings as may hereafter be necessary or proper with respect to the subject-matter hereof.

**Westcott Express Company—Increase of rates applying to transfer of passengers by motor vehicles****Case No. 2310,  
Dismissal Order**

This proceeding was begun, in 1918, upon petition by the Westcott Express Company for an order of the Commission permitting that company to put into effect a new schedule providing for increased rates for transfer and carriage of passengers by motor vehicles in the City of New York. (See Volume I, Annual Report of the Commission for 1918, page 562.)

On April 24, 1919, the Commission adopted the following order:

**IN THE MATTER****OF THE**

Application of the WESTCOTT EXPRESS COMPANY for an increase of rates applying to the transfer of passengers by motor vehicles within the City of New York

Case No. 2310,  
Order Dismissing Appli-  
cation  
April 24, 1919

A hearing having been held by and before the Commission in the above-entitled proceeding on July 30, August 9 and August 26, 1918, Edwin De T. Bechtel appear-



ing for the Westcott Express Company, Terence Farley, George P. Nicholson and Herman Torborg, Assistant Corporation Counsel, appearing for The City of New York and Oliver C. Semple, Assistant Counsel to the Commission attending, and testimony having been taken and thereafter on November 19, 1918, the Commission having approved the opinion of Commissioner Ordway holding in effect that since the Westcott Express Company has submitted itself to and brought itself under the obligations of the ordinances of The City of New York in regard to public hackmen, its rates should be limited by the provisions of said ordinances and that the company should not be heard before this Commission with reference to the propriety of an increase of its rates for the transfer of passengers so long at least as said company operates under and enjoys the advantages of the licenses it obtained under said ordinances, and recommending that the petition of said company be dismissed, or if said company desires to take steps to remove the existing obstacles to the exercise of the jurisdiction of this Commission that the case be held in abeyance until such time as the necessary consents from the City of New York have been obtained, and it appearing that no such steps have been taken; it is

*Ordered*, That the petition of the Westcott Express Company for an increase in rates applying to the transfer of passengers by motor vehicles within the City of New York be and the same hereby is dismissed.

### Westcott Express Company — Rates, fares, charges, etc.

Case No. 2238.

Discontinuance Order

On April 29, 1919, the Commission in this case adopted the following order:

#### IN THE MATTER

#### OF THE

Hearing on the motion of the COMMISSION as to the rates, fares, charges, regulations, practices, equipment, appliances and service of the WESTCOTT EXPRESS COMPANY

Case No. 2238,  
Discontinuance Order  
April 29, 1919

A hearing having been duly had by and before the Commission in the above entitled matter on September 14, 1917, and on certain adjourned dates to and including February 25, 1918; and the Commission on November 21, 1917, having adopted an order fixing the maximum rates to be thereafter charged by the Westcott Express Company for the transportation of passengers in the City of New York, said order providing that it was made without prejudice to the making of any further order or orders as to the other subject-matters in this proceeding; and further proceedings, known as Case No. 2284 and Case No. 2339, as to the rates charged by said company for the transfer of baggage or property within the City of New York having been thereafter instituted and determined; and the Commission being of the opinion that no order should be made herein at the present concerning the regulations, practices, equipment, appliances and service of said Company but that this proceeding should be discontinued, it is

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued without prejudice to the reopening thereof or the institution of any new or further proceeding or proceedings with respect to the subject-matter of this proceeding.

(For the order of September 14, 1917, see Appendix A to Volume I. Annual Report of the Commission for 1917, page 116.)

**The New York Edison Company — Complaint of George Stadtlander *et al.* and Julius Ewoldt *et al.* as to rate for electricity in Manhattan and The Bronx**

Cases Nos. 1395 and 1492,  
Discontinuance Order

On May 3, 1919, the Commission in this case adopted the following order:

IN THE MATTER	Case No. 1395,
OF THE	
Complaint of GEORGE STADTLANDER and others against THE NEW YORK EDISON COMPANY	Discontinuance Order May 3, 1919
IN THE MATTER	
OF THE	Case No. 1492
Complaint of JULIUS EWOLDT and others against THE NEW YORK EDISON COMPANY	

An order having been made in the above-entitled proceedings on March 16, 1915, fixing the maximum price to be charged by The New York Edison Company at eight cents per kilowatt-hour on and after May 1, 1915, and for a period of three years thereafter for electric service, exclusive of the installation and renewals of electric lamps, furnished by it in the City of New York, excluding certain portions of the Borough of The Bronx; and on August 23, 1916, the Commission having adopted an order reopening said proceedings and directing a further hearing therein, and thereafter an agreement having been reached between The New York Edison Company, the representatives of the Mayor of The City of New York and this Commission and set forth upon the records in said proceedings at the hearing held on November 2, 1916, whereby said company agreed to reduce the maximum rate for such service, excluding the supply of lamps, from eight cents to seven and one-half cents per kilowatt-hour in The City of New York, including all portions of the Borough of The Bronx served by it, effective January 1, 1917, and to reduce such rate from seven and one-half cents to seven cents per kilowatt-hour, effective July 1, 1917; and said reduced rates having been put into effect as aforesaid and the rate of seven cents per kilowatt hour being still in effect; it is

*Ordered*, That the above-entitled proceedings as reopened by the order of August 23, 1916, be and the same hereby are discontinued without prejudice to a further reopening thereof or the institution of such other or further proceeding or proceedings with respect to the subject-matter of the above-entitled proceedings.

(For the order of March 16, 1915, see Volume I, Annual Report of the Commission for 1915, page 56, and for the order of August 23, 1916, see Appendix A to Volume I, Annual Report of the Commission for 1916, page 111.)

**The Flatbush Gas Company — Complaint of Samuel Evans Maires *et al.* as to rates for electricity in the 29th Ward, Brooklyn**

Case No. 1541,  
Opinion after Rehearing  
Order after Rehearing  
Final Order

The Commission on April 24, 1919, approved an opinion rendered by Commissioner Hervey, recommending that the order entered in this case on February 1, 1918, be modified by abrogating the requirement for an eight-cent maximum rate, on and after May 1, 1919, and fixing a maximum rate of ten cents per kilowatt-hour, on and after May 1, 1919, and pursuant thereto adopted an order in accordance therewith (see 10 P. S. C. R. [1st Dist. N. Y.] 74).

On May 3, 1919, the Commission adopted the following order:

IN THE MATTER	Case No. 1541, Final Order May 3, 1919
OF THE	
Complaint of SAMUEL EVANS MAIRES, <i>et al.</i>	
against	
THE FLATBUSH GAS COMPANY	

An order having been made herein on February 1, 1918, prescribing certain electric rates to be charged by The Flatbush Gas company, and The Flatbush Gas

Company having thereafter made an application in writing, dated February 28, 1918, that the proceedings be reopened and the case be reheard and said rehearing having been had and the Commission on April 24, 1919, having made an order after the rehearing, and The Flatbush Gas Company having, by communication, dated May 2, 1919, asked a further reconsideration, and the Commission having reconsidered its orders of February 1, 1918, and April 24, 1919, it is

*Ordered*, That the said order of February 1, 1918, and the said order of April 24, 1919, be and the same hereby are abrogated; and it is further

*Ordered*, That on and after May 1, 1919, and for a period of one year thereafter, the general lighting rates or charges of The Flatbush Gas Company for electric service, exclusive of the installation and renewals of electric lamps, shall be

For the first 100 kw.-h. 9c.  
 For the next 400 kw.-h. 8c.  
 For the next 500 kw.-h. 7c.  
 For the next 500 kw.-h. 6c.  
 For the excess 4c.

The Company may establish and collect in addition, a monthly service charge of 60c. (2c. per day) provided, however, no charge for current consumed shall be at a greater rate than 10c. per kw.-h., except where the consumption at the 9c. rate plus the service charge amounts to less than \$1.00 per month, in which event the charge for current consumed shall be as set forth in the schedule appended hereto and made a part of this order. Said schedule also shows the application of the rates chargeable hereunder up to 59 kw.-h.

*Ordered*, That said Company shall not furnish to its customers Gem lamps or other lamps of an efficiency of less than 1½ watts per candle-power and the charge for lamps shall be based on the cost to the Company; and it is further

*Ordered*, That on or before May 5, 1919, said Company shall issue, file and post a schedule or supplement to carry into effect the provisions of this order, said schedule or supplement to become effective as of May 1, 1919; and it is further

*Ordered*, That this order shall take effect forthwith and shall continue in force until changed or abrogated; and it is further

*Ordered*, That on or before May 5, 1919, said Company shall notify the Commission whether this order is accepted and will be obeyed.

#### SCHEDULE ACCOMPANYING ORDER

<i>Kilowatt-hours Consumed</i>	<i>Amount of Bill</i>	<i>Kilowatt-hours Consumed</i>	<i>Amount of Bill</i>
0	\$ .60	31	\$3.10
1	.70	32	3.20
2	.80	33	3.30
3	.90	34	3.40
4	1.00	35	3.50
5	1.00	36	3.60
6	1.00	37	3.70
7	1.00	38	3.80
8	1.00	39	3.90
9	1.00	40	4.00
10	1.00	41	4.10
11	1.10	42	4.20
12	1.20	43	4.30
13	1.30	44	4.40
14	1.40	45	4.50
15	1.50	46	4.60
16	1.60	47	4.70
17	1.70	48	4.80
18	1.80	49	4.90
19	1.90	50	5.00
20	2.00	51	5.10
21	2.10	52	5.20
22	2.20	53	5.30
23	2.30	54	5.40
24	2.40	55	5.50
25	2.50	56	5.60
26	2.60	57	5.70
27	2.70	58	5.80
28	2.80	59	5.90
29	2.90		
30	3.00		

(For the order of February 1, 1918, see Volume I. Annual Report of the Commission for 1918, page 548.)

**The Long Island Railroad Company—Service and rates of fare between Jamaica and Long Island City and intermediate points**

Case No. 2190,  
Discontinuance Order

On May 3, 1919, the Commission in this case adopted the following order:

ALEXANDER CAMBRON, WERNER H. DEGHURE, CHARLES  
P. CALDWELL

Complainants

against

THE LONG ISLAND RAILROAD COMPANY

Case No. 2190,  
Discontinuance Order  
May 3, 1919

Service and rates of fare between Jamaica and  
Long Island City and intermediate points.

A hearing having been duly had by and before the Commission in the above-entitled matter on April 23, 1917, and on certain adjourned dates to and including December 17, 1917, when the case was adjourned subject to call; and it appearing that since the last-named date none of the parties hereto has requested a further hearing herein; and the Commission being of the opinion that the above-entitled case should be discontinued, it is

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued without prejudice to a reopening thereof or the institution of any new or further proceeding or proceedings with respect to the subject-matter of the above-entitled proceeding.

**The Van Brunt Street and Erie Basin Railroad Company—Application for permission to put into effect, after 5 days' notice and publication, a tariff schedule increasing local cash fare from 3 cents to 4 cents**

Case No. 2374,  
Hearing Order  
Opinion  
Denial Order

This proceeding was begun upon application of the Van Brunt Street and Erie Basin Railroad Company for permission to put into effect, after five days' notice and publication, a tariff schedule increasing the local cash fare of the company from three cents to four cents.

On June 4, 1919, the Commission adopted an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on June 9, 1919.

On August 8, 1919, the Commission approved an opinion (10 P. S. C. R. [1st Dist. N. Y.] 100) rendered by Deputy Commissioner Barrett, recommending that the company's application be denied and pursuant thereto made the following order:

IN THE MATTER

OF THE

Hearing on the application of the VAN BRUNT STREET  
AND ERIE BASIN RAILROAD COMPANY for an order  
granting permission to put into effect, after five  
days' notice and publication, a tariff schedule  
increasing the local cash fare of the company from  
three cents to four cents

Case No. 2374,  
Order Denying Application  
and Discontinuing the  
Proceeding  
August 8, 1919

Hearings in the above-entitled matter having been duly held on June 9, 1919, July 10, 1919, July 24, 1919, and July 31, 1919, and having been closed; and the evidence taken at said hearings having been duly considered, and it being the opinion of the Commission that the company has failed to show good cause for the granting of said application and has failed to sustain the burden of proof to show that the proposed increase in rate is just and reasonable, it is

*Ordered*, That the said application be and it hereby is denied, and that the above-entitled proceeding be and it hereby is discontinued.

**New York Railways Company** — Application by Receiver, with respect to sufficiency of the maximum rates and fares chargeable on system of company, and for an order authorizing the charge of three cents thereon and determining that the resulting charges are just and reasonable

Case No. 2389,  
Hearing Order  
Approval Order  
Rehearing Order  
Denial Order

This proceeding was begun upon application by petition, dated June 26, 1919, by Job E. Hedges, Receiver of the New York Railways Company, to be relieved of the statutory requirements and orders of the Commission in the matter of the issuance and acceptance of transfers and for an order providing that upon the suspension of the requirements for the issuance of transfers, other than those imposed by municipal agreements or franchises, the petitioner be authorized and directed by the Commission to issue to each passenger upon the payment of three cents in addition to the regular rate of fare, such transfers as the convenience of the public might require, and for an order changing, without the requirement of the thirty days' notice and publication provided by Section 29 of the Public Service Commissions Law, its tariff schedule in accordance with the determination made by the Commission on said application. On June 28, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in this matter on June 30, 1919.

On July 15, 1919, the Commission made the following order:

IN THE MATTER  
OF THE

Application of JOB E. HEDGES, as Receiver of the NEW YORK RAILWAYS COMPANY, with respect to the sufficiency of the maximum rates and fares chargeable upon the system of said company, and for an order authorizing a charge of three cents for transfers thereon and determining that the resulting charges are just and reasonable

Case No. 2389,  
Order Authorizing Charge  
for Transfers  
Special Permission No. 622  
July 15, 1919

Job E. Hedges, as Receiver of the New York Railways Company, having, by his petition, dated June 26, 1919, and verified June 27, 1919, made application to the Commission to be relieved of the statutory requirements and orders of the Commission in the matter of issuance and acceptance of transfers, and for an order providing that, upon the suspension of the requirements for the issuance of transfers, other than those imposed by municipal agreements or franchises, petitioner shall be authorized and directed by the Commission to issue to each passenger, upon the payment of three cents in addition to the regular rate of fare, such transfers as the convenience of the public may require, and for an order permitting, without the requirement of the thirty days' notice and publication, provided by Section 29 of the Public Service Commissions Law, the filing of an amended tariff schedule in accordance with the determination made by the Commission on this application; and the Commission having held hearings on said application on June 30, 1919, July 2, 1919, and July 7, 1919, Godfrey Goldmark, Counsel, Terence Farley, Counsel, and George H. Stover, Assistant Counsel, attending for the Commission, and William P. Burr, Corporation Counsel, and Edgar J. Kohler, Assistant Corporation Counsel, appearing on behalf of The City of New York, and Henry L. Stimson appearing for Job E. Hedges, as Receiver of the New York Railways Company; and testimony and evidence having been received as to the value of the property of said New York Railways Company actually used in the public service, and as to the earnings and expenditures of said company, and as to other matters affecting its net revenue and earning capacity and its rate of return; and it appearing that the rates, fares and charges chargeable by said New York Railways Company or its Receiver are insufficient to yield reasonable compensation for the service rendered, and that the present rates, fares and charges for the transportation of persons and the regulations and practices affecting such rates are unjust and unreasonable to the Company and to its Receiver; and it further appearing that a charge of two cents for each transfer, in addition to the regular fare, will not be unjust or unreasonable to the public and will not yield the said Company or its Receiver an unreasonable compensation for the service rendered or an unreasonable return upon the value of the property actually used in the public service; and it further appearing that, unless the revenues of the petitioner, as Receiver of the New York Railways Company, are increased, there is grave danger of complete disintegration of the New York Railways Company system by foreclosure of the various mortgages, the bonds of which are outstanding in the hands of the public, and of entry by the various lessors upon their

leased properties, which disintegration would result in great inconvenience to the public, abolition of transfer privileges altogether in many instances, and increase of cost of transportation to the public owing to the great attendant loss of economy in operation; and it further appearing that the additional revenue, resulting from such charge of two cents for transfers, will be of material value in relieving the situation by which the disintegration of the entire system operated by the petitioner as Receiver of the New York Railways Company is threatened, it is hereby

*Ordered*, That, from the date of this order and to and including the 7th day of July, 1920, unless hereafter extended by order of the Commission, the Receiver of the New York Railways Company and the said New York Railways Company be, and they hereby are, and each of them is authorized to charge, in addition to the regular fare, two cents for each transfer demanded by a passenger desiring to make one continuous trip or to take one continuous ride between any two points on the lines owned, operated or controlled by the said New York Railways Company or its Receiver, according to the Local and Joint Passenger Tariff No. 1 of said Company issued and filed under the order of the Public Service Commission for the First District and effective June 1, 1918, except in the case of transfers required by the terms of a municipal franchise, agreement or consent, it being the purpose and intent of this order to authorize the Receiver and the company to charge for transfers at and only at such points as the Commission is empowered by law to authorize them to charge for transfers.

*Further ordered*, That the said company and its receiver shall keep separate, true and accurate accounts and records showing any and all additional receipts, revenue and expenses derived from or arising out of the issuance of transfers or other tokens upon demand and upon payment of the cash rate, fare or charge of two cents, as hereinbefore provided, instead of the cash rate, fare or charge of five cents, as heretofore obtaining, and on or before the fifteenth day of each month shall make and file with the Commission verified reports of such additional receipts, revenue and expenses during the previous month.

*Further ordered*, That permission be and the same hereby is granted to Job E. Hedges, as Receiver of the New York Railways Company, to issue, file and put into effect, on August 1, 1919, revised sheets to the Local and Joint Passenger Tariff No. 1, of the New York Railways Company, showing the changes made in its rate by reason of the adoption of the charge for transfers authorized by this order; provided that for at least ten days before the said schedule shall go into effect the said Receiver shall post in each and every car operated by him a notice to the public announcing the date on which said charge for transfer shall go into effect and indicating the transfers and transfer points affected; and further provided that such new or revised tariff schedule and its operation shall not authorize or be deemed to authorize the said company or its Receiver to charge or collect a rate, fare or charge, or to exact an additional charge for transfers, in excess of, or in addition to, the rate, fare or charge authorized by this order.

*Further ordered*, That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission, and that the making and entry of this order shall be without prejudice to the right of the Commission to reopen this proceeding at any time and to make any other or further order or orders supplementing, modifying, changing or revoking this order, and without prejudice to the right of the Commission to hold other hearings and without prejudice to the right of The City of New York, if dissatisfied with the valuation of the property of the New York Railways Company, introduced in evidence in this case, to apply at the end of six months to have this proceeding reopened.

*Further ordered*, That on or before the 21st day of July, 1919, said Job E. Hedges, as Receiver of the New York Railways Company, shall notify the Commission in writing whether the terms and conditions of this order are accepted and will be obeyed.

Application in writing dated July 24, 1919, having been made by The City of New York for a rehearing in this proceeding respecting the above order, the Commission on July 29, 1919, issued an order (see blank form of rehearing order, page 157) directing that a rehearing be had in this matter on August 4, 1919.

On October 1, 1919, the Commission made the following order:

IN THE MATTER  
OF THE

Application of JOB E. HEDGES, as Receiver of the NEW YORK RAILWAYS COMPANY, with respect to the sufficiency of the maximum rates and fares chargeable upon the system of said company, and for an order authorizing a charge of three cents for transfers thereon and determining that the resulting charges are just and reasonable

Case No. 2389,  
Order Denying Application  
for Rehearing  
October 1, 1919

An order having been duly made in this proceeding on July 15, 1919, authorizing Job E. Hedges, as Receiver of the New York Railways Company, to charge, in addition to the regular fare, two cents for transfers, except for transfers required by the terms of a municipal franchise, agreement or consent, for the period and subject to the conditions more fully set forth in said order; and an application, dated July 22, 1919, and verified July 24, 1919, having been filed by The City

of New York, asking for a rehearing of the above-entitled proceeding, for a stay of the said order, and for a reversal or modification of such order; and a rehearing having been granted by an order made July 29, 1919, with reference to facts and matters not theretofore presented to the Commission in the above-entitled proceeding; and such rehearing having been held on August 4 and August 5, 1919, and having been closed; William P. Burr, Corporation Counsel, and Edgar J. Kohler, Assistant Corporation Counsel appearing for The City of New York; Henry L. Stimson, appearing for Job E. Hedges, as Receiver of the New York Railways Company; Terence Barley, Counsel to the Commission, and George H. Stover, Assistant Counsel, attending; and the Commission being of opinion, after said rehearing and a consideration of the facts, that the said order of July 15, 1919, is not in any respect unjust or unwarranted and should not be changed or modified: it is

*Ordered*, That the said application of The City of New York that the said order of July 15, 1919, be reversed or modified be and the same hereby is in all respects denied.

**Brooklyn Heights Railroad Company; Brooklyn, Queens County and Suburban Railroad Company; The Coney Island and Brooklyn Railroad Company; Coney Island and Gravesend Railway Company; and The Nassau Electric Railroad Company — Transfers and schedules containing changes in rates of fare**

Case No. 1801,

Order Authorizing Charge for Transfers

On July 1, 1919, the Commission in this case and in Cases Nos. 2323, 2324, 2325, 2326 and 2327 directed that a further hearing be had on July 3, 1919, for the purpose of hearing argument of Counsel, and, if deemed necessary, to take further testimony therein. On July 17, 1919, the Commission adopted the following order in this case and in the other cases stated:

IN THE MATTER  
OF

THE BROOKLYN HEIGHTS RAILROAD COMPANY, the NASSAU ELECTRIC RAILROAD COMPANY, the BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY, THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY, and the CONEY ISLAND AND GRAVESEND RAILWAY COMPANY, relative to transfers and new schedules containing changes in regulations, practices and rates of fare

Cases Nos. 1801, 2323,  
2327, 2324, 2325, 2326  
Order Authorizing Charge  
for Transfers  
Special Permission No. 623  
July 17, 1919

The Brooklyn Heights Railroad Company, the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, The Coney Island and Brooklyn Railroad Company, and the Coney Island and Gravesend Railway Company having by their joint petition, dated September 10, 1918, made application to the Commission for an order modifying the order and Schedule "A" thereof, adopted by the Commission, on March 17, 1914, in Case No. 1801, as amended by the amendatory order adopted March 27, 1914, so as to prescribe, require and direct that each of the petitioners respectively should issue and accept transfers only to the extent and under the rules and regulations governing such issuance and acceptance as set forth in the passenger tariff schedules respectively filed by each of the petitioners, bearing date September 10, 1918, and to become effective October 10, 1918; and the Commission having ordered a hearing on said application and having suspended the operation of said schedules and having ordered a hearing, in respect of each of said schedules, in Cases Nos. 2323 to 2327; and all the above-mentioned cases having come on for hearing before the Commission on September 30, 1918, and said cases having been consolidated, and the hearing having continued until March 4, 1919, on which date it was closed; and a further hearing having been held on July 3, 1919, for the purpose of taking further testimony and evidence; and it appearing that the particular relief prayed for in the said petition ought not to be granted and that the changes in rates, fares and charges and in operation, proposed in said tariff schedules, were unreasonable and improper; and it having been consented to on behalf of the said companies and on behalf of The City of New York that the Commission might grant such form of relief as it found necessary, irrespective of the form of this proceeding or the relief demanded; and it appearing to the Commission, on the evidence presented at said hearings, that the maximum rates, fares, or charges, chargeable by said companies, on their respective lines of street surface railroad, are insufficient to yield a reasonable compensation for the services rendered, and are unjust and unreasonable to the companies, and that some relief is necessary to enable the said companies, respectively, to maintain their railroads and properties and to make or provide betterments, additions and improvements, in order that they may more effectively meet the demands of traffic and perform their functions as common carriers of passengers; and it further appearing that the two-cent charge for transfers authorized by this order, in addition to the regular fare, will not be unjust or unreasonable to the public and will not yield the companies, or either of

them, an unreasonable compensation for their service or an unreasonable return upon the value of their property actually used in the public service, it is hereby

*Ordered*, That the order and Schedule "A" thereof, adopted by the Commission on March 17, 1914, in Case No. 1801, as amended by the amendatory order, adopted by the Commission on March 27, 1914, be and the same is hereby modified, during the effective period of this order, so as to authorize the said companies, and each of them, except in respect of "Feeder Line" privileges, as defined in Schedule "A", as to which said order and schedule as heretofore amended are to remain unchanged, to issue and accept transfers or other tokens in lieu of the regular cash fares, as provided for in said order and schedule as heretofore amended (including transfers or other tokens issued in respect of "Special Feeder Privileges" and "Connecting Feeder Lines" as defined in said schedule) only upon demand and upon the payment, in each instance, by each passenger demanding such a transfer or other token, of a charge of two cents in addition to the regular fare; the provisions of said order and schedule as heretofore amended, with respect to a transfer upon a transfer, and, subject to the authorization herein contained to charge two cents for transfers, with respect to the fare regulations for transportation to and from Coney Island, North Beach and Flushing, to remain unchanged; it being the purpose and intent of this order to authorize the said companies, and each of them to charge for transfers at and only at such points as the Commission is empowered by law to authorize them to charge for transfers.

*Further ordered*, That this order is made, and the said order and Schedule "A" thereof adopted by the Commission, on March 17, 1914, as amended by the amendatory order adopted by the Commission on March 27, 1914, are hereby modified as aforesaid, during the effective period of this order, upon the following conditions and not otherwise, to wit:

(1) That nothing contained in this order, or in the said order and Schedule "A" thereof adopted by the Commission, on March 17, 1914, as heretofore amended and hereby modified, is intended to, or shall direct or authorize, or be deemed to direct or authorize, the said companies, or either of them, to charge or collect, for the transportation of any passenger between any two points on their respective lines of railroad, or from the line of one of said companies to the lines of another of said companies, a rate, fare or charge, by way of an additional charge for transfers, or otherwise, in excess of the rate, fare or charge fixed and prescribed for transportation between said points in any subsisting franchise, contract or agreement with The City of New York, or with any city, town, village or other division of Government incorporated into or consolidated with The City of New York.

(2) That this order shall take effect immediately and, subject to the power and jurisdiction of the Commission, which is hereby reserved, to modify or abrogate this order or to extend the effective period of this order either in its present form or in modified form, shall continue in force for the effective period expiring July 30, 1920, at which time this order, unless extended in its present form or in modified form, shall cease to have any force or effect, and the said order and Schedule "A" thereof, adopted on March 17, 1914, as amended by the amendatory order, adopted on March 27, 1914, shall thereafter continue in force and effect as if this order had not been made.

(3) That nothing herein contained shall authorize or permit, or be deemed to authorize or permit, the said companies, or either of them to charge or collect a rate, fare or charge in excess of five (5) cents for a continuous ride between any two points on any of their respective lines of railroad, or from the line of one of said companies to the lines of another of said companies, or to charge, or collect an additional charge for transfers, except as hereinabove provided with respect to the issuance and acceptance of transfer or other tokens upon the payment of cash rates, fare or charges of two cents each, and except with respect to the fare regulations for transportation to and from Coney Island, North Beach and Flushing, as provided for in said order and Schedule "A" as heretofore amended.

(4) That the said companies, respectively, shall keep separate, true and accurate accounts and records showing any and all additional receipts, revenue and expenses derived from or arising out of the issuance of transfers or other tokens upon demand and upon payment of the cash rate, fare or charge of two cents, as hereinabove provided, instead of the cash rate, fare or charge of five (5) cents heretofore obtaining, and, on or before the fifteenth (15) day of each month, shall make and file with the Commission verified reports of such additional receipts, revenue and expenses during the previous month.

*Further ordered*, That permission be and the same hereby is granted to the said companies, and to each of them, to issue and file, and put into effect on August 1, 1919, revised sheets to their local and joint passenger tariff schedules, showing the changes made in their rates or charges, by reason of the adoption of the charge for transfers authorized by this order; provided that, for at least five days before the said schedules shall go into effect, the said companies shall post in each and every car operated by them a notice announcing to the public the date on which said charge for transfers shall go into effect and indicating the transfers and transfer points affected; and provided further that such new or revised tariff schedules and their operation shall not authorize or be deemed to authorize the said companies, or either of them, to charge or collect a rate, fare or charge, or to exact an additional charge for transfers, in excess of, or in addition to, the rate, fare or charge authorized by this order.

*Further ordered*, That on or before the 21st day of July, 1919, each of the said companies shall notify the Commission in writing whether the terms and conditions of this order are accepted and will be obeyed.

(For previous proceedings in Case No. 1801, see Volume I, Annual Report of the Commission for 1914, page 485, and Volume I, Annual Report of the Commission for 1918, page 577.)



**Westchester Electric Railroad Company—Application for permission to change schedule of rates without thirty days' notice, etc.**

Case No. 2395,  
Hearing Order  
Denial Order

This proceeding was begun upon application, dated July 9, 1919, by the Westchester Electric Railroad Company, under Section 29 of the Public Service Commissions Law, for an order granting permission to put into effect, two days after publication at stations and filing with the Commission, the following schedule or sheets: Sheet No. 2—Table of contents; sheet No. 3—Preliminary statement; sheet No. 26—New Rochelle-Mt. Vernon Line. The companies advised the Commission that the said schedule and said sheets had been approved by the Public Service Commission for the Second District and consent had been granted to the publication and filing thereof, by order dated July 8, 1919. On July 18, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in this matter on July 21, 1919.

On August 19, 1919, the Commission made the following order:

IN THE MATTER  
OF THE

Application of the WESTCHESTER ELECTRIC RAILROAD  
COMPANY for permission, under Section 29 of the  
Public Service Commissions Law, to change sched-  
ule of rates without thirty days' notice, etc.

Case No. 2395,  
Order Denying Application  
August 19, 1919

The Westchester Electric Railroad Company having applied to the Public Service Commission for the First District, by application, dated July 9, 1919, for an order granting permission to put into effect, two days after publication at stations and filing with the Commission, the following schedule or sheets:

Sheet No. 2—Table of contents  
Sheet No. 3—Preliminary statement  
Sheet No. 26—New Rochelle-Mt. Vernon Line;

and it appearing that said schedules involve, among other things, a change in the rate, fare or charge to be made by said company for transportation over its street railroad from a point within the first district to a point or points in the second district, and vice-versa; and a hearing having been duly had by and before the Commission upon said application; and the Commission being of the opinion, after said hearing, that good cause for granting permission to put said schedules into effect on short notice has not been shown and that said application should not be granted,

*Ordered*, That said application of the Westchester Electric Railroad Company for an order granting permission to put said schedules into effect two days after publication at stations and filing with the Commission be and the same hereby is denied.

**Westcott Express Company—Application to increase rates and charges applying to the transfer and transportation of baggage in New York City**

Case No. 2396,  
Hearing Order  
Order Fixing Maximum Rate for Baggage

This proceeding was begun upon application by petition, verified July 21, 1919, by the Westcott Express Company, for an order of the Commission permitting it to put into effect upon one day's notice a new schedule of rates providing for an increase of thirty cents (30¢) per piece of baggage. On July 22, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in this matter on July 24, 1919.

On August 1, 1919, the Commission adopted the following order:

IN THE MATTER  
OF THE

Application of the WESTCOTT EXPRESS COMPANY for  
an increase of rates and charges applying to the  
transfer and transportation of baggage in New  
York City

Case No. 2396,  
Order Fixing Maximum  
Rate for Baggage  
August 1, 1919

The Westcott Express Company having filed with this Commission a petition, verified July 21, 1919, praying for an order permitting said company to put into

effect upon one (1) day's notice a new schedule of rates providing for an increase of thirty cents (30¢) for each piece of baggage carried by it within the City of New York; and a hearing having been duly held by and before the Commission on July 24, 1919, Walter F. Taylor and Walter H. Merritt appearing for the Westcott Express Company, Hermann Torberg, Assistant Corporation Counsel, appearing for the City of New York, Edward M. Deegan, Assistant Counsel to the Commission, attending; and testimony having been taken and it appearing that the maximum rates and charges now chargeable by the Westcott Express Company for the transfer and transportation of baggage within the City of New York are insufficient to yield reasonable compensation for the service rendered, and are unjust and unreasonable; and it further appearing that a charge of thirty cents (30¢) over the present rates will not yield the said company an unreasonable compensation for the service rendered or an unreasonable return upon the value of the property actually used in the public service, and the Commission being of the opinion that it is just and reasonable that such rates should be increased as hereinafter provided, it is

**Ordered,**

(1) That the rates and charges to be observed and in force from and after August 15, 1919, to and including May 31, 1920, as the maximum to be charged by the Westcott Express Company for the transfer and transportation of baggage within the City of New York be and the same hereby is fixed at thirty cents (30¢) in addition to the present rates for such service, and that the Westcott Express Company be and hereby is authorized to charge, demand and collect for such service for each piece of baggage the sum of thirty cents (30¢) in addition to the present rates.

(2) That before putting into effect the changes above set forth the Westcott Express Company shall file and publish as required by law, at least one (1) day prior thereto, a supplement or amendment to its tariff schedule showing such changes.

(3) That the Westcott Express Company shall keep and shall file promptly with the Commission such records as will show, month by month, during the continuance of this order in effect, the revenues, expenses and reserves of the company.

(4) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission, and that the making and entry of this order shall be without prejudice to the right of the Commission to reopen this proceeding at any time and to make any other or further order or orders supplementing, modifying, changing or revoking this order.

(5) That the order of the Commission, adopted on January 14, 1919, in Case No. 2389 be and the same hereby is superseded.

(6) That within five (5) days from the date of the service of this order the Westcott Express Company shall notify this Commission in writing whether the terms of this order are accepted and will be obeyed.

**New York Transfer Company—Application to increase rates and charges applying to the transfer and transportation of baggage in New York City**

Case No. 2397,

Hearing Order

Order Fixing Maximum Rate for Baggage

This proceeding was begun upon application by petition, verified July 23, 1919, by the New York Transfer Company, for an order of the Commission permitting it to put into effect upon one day's notice a new schedule of rates providing for an increase of thirty cents (30¢) per piece of baggage, and for a certain increase of freight rates as specified in said schedule. On July 25, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had on July 31, 1919.

On August 1, 1919, the Commission made the following order:

**IN THE MATTER**

**OF THE**

Application of the NEW YORK TRANSFER COMPANY  
for an increase of rates and charges applying to  
the transfer and transportation of baggage in New  
York City

Case No. 2397,  
Order Fixing Maximum  
Rate for Baggage  
August 1, 1919

The New York Transfer Company having filed with this Commission a petition, verified July 23, 1919, praying for an order permitting said company to put into effect upon one (1) day's notice a new schedule of rates providing for an increase of thirty cents (30¢) for each piece of baggage carried by it within the City of New York and for an increase in freight rates as specified in a schedule attached to said petition; and a hearing having been duly held by and before the Commission on July 31, 1919, Robert L. Redfield appearing for the New York Transfer Com-

pany, Herman Torberg, Assistant Corporation Counsel, appearing for the City of New York, Edward M. Deegan, Assistant Counsel to the Commission, attending; and testimony having been taken and it appearing that the maximum rates and charges now chargeable by the New York Transfer Company for the transfer and transportation of baggage and property within the City of New York are insufficient to yield reasonable compensation for the service rendered and are unjust and unreasonable; and it further appearing that a charge of thirty cents (30¢) over the present rates and an increase in freight rates, as specified in a schedule attached to said petition, will not yield the said company an unreasonable compensation for the service rendered or an unreasonable return upon the value of the property actually used in the public service, and the Commission being of the opinion that it is just and reasonable that such rates should be increased as hereinafter provided, it is

*Ordered,*

(1) That the rates and charges to be observed and in force from and after August 15, 1919, to and including May 31, 1920, as the maximum to be charged by the New York Transfer Company for the transfer and transportation of baggage within the City of New York be and the same hereby is fixed at thirty cents (30¢) in addition to the present rates for such service, and that the New York Transfer Company be and hereby is authorized to charge, demand and collect for such service for each piece of baggage the sum of thirty cents (30¢) in addition to the present rates.

(2) That the rates and charges to be observed and in force from and after August 15, 1919, to and including May 31, 1920, as the maximum to be charged by the New York Transfer Company for the transfer and transportation of freight be and the same hereby is fixed at the rates indicated in red on Schedule "A" attached to the petition herein, and that the New York Transfer Company be and hereby is authorized to charge, demand and collect for such service the rates so indicated.

(3) That before putting into effect the changes above set forth the New York Transfer Company shall file and publish, as required by law, at least one (1) day prior thereto, a supplement or amendment to its tariff schedule showing such changes.

(4) That the New York Transfer Company shall keep and shall file promptly with the Commission such records as will show, month by month, during the continuance of this order in effect, the revenues, expenses and reserves of the company.

(5) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission, and that the making and entry of this order shall be without prejudice to the right of the Commission to reopen this proceeding at any time to make any other or further order or orders supplementing, modifying, changing or revoking this order.

(6) That the order of the Commission adopted on December 31, 1918, in Case No. 2340 be and the same hereby is superseded.

(7) That within five (5) days from the date of the service of this order the New York Transfer Company shall notify this Commission in writing whether the terms of this order are accepted and will be obeyed.

**New York Consolidated Railroad Company—Application for permission to file amendments to its tariff schedules on less than thirty days' notice**

Case No. 2399,  
Hearing Order  
Discontinuance Order

This proceeding was begun upon application in writing, dated July 29, 1919, by the New York Consolidated Railroad Company for permission to put into effect, two days (August 1, 1919) after publication at stations and filing with the Commission, changes in its tariff schedules providing for a two-cent charge for transfers, in addition to its regular fare, to persons desiring transfers to the surface lines or Norton's Point shuttle line from the elevated lines, and for the discontinuance at certain points of free transfers from its lines to certain surface lines. On July 31, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on August 4, 1919.

On October 17, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Application of the NEW YORK CONSOLIDATED RAILROAD COMPANY for permission to file amendments to its tariff schedules on less than thirty days' notice

Case No. 2399,  
Discontinuance Order  
October 17, 1919

The New York Consolidated Railroad Company having made application to this Commission on July 29, 1919, for permission to put into effect, two days after

publication at stations and filing with the Commission, changes in its tariff schedules providing for a two-cent charge for transfers, in addition to its regular fare, to persons desiring transfers to the surface lines or Norton's Point shuttle line from the elevated lines, and for the discontinuance at certain points of free transfers from its lines to certain surface lines; and a hearing having been duly had upon said application; and said company having later filed with the Commission certain new schedules upon thirty days' notice, which in effect abolish all transfers or nearly all transfers between the lines mentioned, so that passengers desiring to transfer between the lines mentioned will, as a rule, be unable to procure transfers upon any terms but will be obliged to pay an additional five-cent fare; and it appearing that the filing of such later schedules necessarily implied and involved the withdrawal of said application of July 29, 1919, and that it is therefore unnecessary now for the Commission to pass upon said application of July 29, 1919,

*Now, therefore, it is*

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued.

### South Brooklyn Railway Company — Application to file amendments to tariff schedules on less than thirty days' notice

Case No. 2400,  
Hearing Order  
Discontinuance Order

This proceeding was begun upon application in writing, dated July 23, 1919, by the South Brooklyn Railway Company for permission to put into effect, two days (August 1, 1919) after publication at stations and filing with the Commission, changes in its tariff schedules, providing for a two-cent charge for transfers, in addition to its regular fare, to persons desiring transfers to the surface lines and the elevated lines at West End Terminal. On July 31, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on August 4, 1919.

On October 17, 1919, the Commission made the following order in this case:

#### IN THE MATTER

#### OF THE

Application of the SOUTH BROOKLYN RAILWAY COMPANY for permission to file amendments to its tariff schedules on less than thirty days' notice

Case No. 2400,  
Discontinuance Order  
October 17, 1919

The South Brooklyn Railway Company having made application to this Commission on July 23, 1919, for permission to put into effect, two days after publication at stations and filing with the Commission certain changes in its tariff schedules providing for a two-cent charge for transfers in addition to its regular fare to persons desiring transfers to the surface lines and to the elevated lines at West End Terminal; and a hearing having been duly had upon said application; and said company having later filed with the Commission certain new schedules upon thirty days' notice, which in effect abolish all transfers or nearly all transfers between the lines mentioned, so that passengers desiring to transfer between the lines mentioned will, as a rule, be unable to procure transfers upon any terms but will be obliged to pay an additional five-cent fare; and it appearing that the filing of such later schedules necessarily implied and involved the withdrawal of said application of July 23, 1919, and that it is therefore unnecessary now for the Commission to pass upon said application of July 23, 1919.

*Now, therefore, it is*

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued.

**Belt Line Railway Corporation — Schedule for transportation of persons and property**

Case No. 2406,  
Suspension and Hearing Order  
Discontinuance Order

On August 15, 1919, the Commission in this case made the following order:

**IN THE MATTER  
OF THE**

Hearing on motion of the COMMISSION as to the reasonableness, lawfulness and propriety of certain changes proposed to be made in the schedule of the BELT LINE RAILWAY CORPORATION for the transportation of persons and property as shown by certain sheets identified as pages Nos. 1, 7 and 9, "B. L. Ry. Corp.—No. 1 Revised", issued July 31, 1919

Case No. 2406,  
Order Suspending Tariff  
and Directing Hearing  
August 15, 1919

The Belt Line Railway Corporation having on July 31, 1919, filed with this Commission certain sheets designated as Page No. 1, Page No. 7 and Page No. 9, "B. L. Ry. Corp.—No. 1 Revised", which said sheets purport to revise and supersede original pages Nos. 1, 7 and 9, respectively, of the said company's schedule previously filed with the Commission and now in force and which provide and set forth certain changes to be made in the said schedule now in force and in the regulations and practices now being observed by and in the route and routes over which service is now being operated and furnished by the said company in the Boroughs of Manhattan and Queens in the city and State of New York, and in the rates, fares and charges heretofore demanded and collected for such service, and which will effect the discontinuance of certain service now being operated and furnished by said company over and upon its line designated as East Belt Line and make certain changes in and omit certain points at which transfers are now given, the said discontinuance of operation of its East Belt Line and changes to become effective on and after August 31, 1919; and it appearing to the Commission that the provisions of the said proposed tariff schedule not heretofore in effect are questionable in respect to their reasonableness, lawfulness and propriety; it is

*Ordered*, That the Commission without answer or other formal pleading by the said Belt Line Railway Corporation enter upon a hearing to be held before it on the 25th day of August, 1919, at 10:30 o'clock in the forenoon at the hearing room of the Commission, No. 49 Lafayette Street, in the Borough of Manhattan, City and State of New York, or at any time or times to which the same may be adjourned for the purpose of enquiring into and determining the reasonableness, lawfulness and propriety of the proposed discontinuance of the said company's East Belt line and the changes proposed in the said schedule and in the regulations and practices therein provided and the service thereafter proposed to be operated as set forth in the said revised sheets designated as pages Nos. 1, 7 and 9; it is

*Ordered*, That the operation of the said new tariff schedule be and it hereby is suspended and that the changes therein set forth and proposed to be put into effect be deferred until the 1st day of November, 1919, unless the Commission shall by order otherwise determine as to the effective date and as to the reasonableness, lawfulness and propriety in whole or in part of the said proposed revised tariff schedule.

*Further ordered*, That not less than three (3) days' notice be given the Belt Line Railway Corporation of such hearing by the service upon it in the manner provided in Section 23 of the Public Service Commission's Law of a certified copy of this order setting forth the Commission's reasons for suspending the said proposed revised tariff schedule.

On September 2, 1919, the Commission made the following order:

**IN THE MATTER  
OF THE**

Hearing on motion of the COMMISSION as to the reasonableness, lawfulness and propriety of certain changes proposed to be made in the schedule of the BELT LINE RAILWAY CORPORATION for the transportation of persons and property as shown by certain sheets identified as pages Nos. 1, 7 and 9, "B. L. Ry. Corp.—No. 1 Revised", issued July 31, 1919

Case No. 2406,  
Discontinuance Order  
September 2, 1919

The Belt Line Railway Corporation having, on July 31, 1919, filed with this Commission certain sheets designated as Page No. 1, Page No. 7 and Page No. 9, "B. L. Ry. Corp.—No. 1 Revised", which said sheets purport to revise and super-

sede original pages Nos. 1, 7 and 9 respectively, of the said company's schedule previously filed with the Commission and now in force; and the Commission having on August 15, 1919, made and entered an order directing a hearing concerning the reasonableness, lawfulness and propriety of the changes proposed in the said revised sheets, and directing also that the operation of the said revised sheets be suspended and that the changes therein set forth be deferred until the 1st day of November, 1919, unless the Commission should by order otherwise determine as to the effective date and as to the reasonableness, lawfulness, and propriety in whole or in part of the said revised sheets; and a hearing having been duly had by and before the Commission concerning the reasonableness, lawfulness and propriety of said revised sheets; and the Commission being of the opinion after said hearing that the above-entitled proceeding should be discontinued and that said order of August 15, 1919, in so far as it directs the suspension of the operation of the changes set forth in said revised sheets, should be abrogated,

Now, therefore, it is ordered, that the above-entitled proceeding be and the same hereby is discontinued and that said order of August 15, 1919, in so far as it directs the suspension of the changes set forth in said revised sheets, be and the same hereby is abrogated.

**The Forty-second Street, Manhattan & St. Nicholas Avenue Railway Company—Schedule for transportation of persons and property**

Case No. 2407,  
Suspension and Hearing Order  
Discontinuance Order

On August 15, 1919, the Commission in this case made the following order:

**IN THE MATTER**

**OF THE**

Hearing on motion of the COMMISSION as to the reasonableness, lawfulness and propriety of certain changes proposed to be made in the schedule of the FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY for the transportation of persons and property, as shown by certain sheets identified as pages Nos. 1, 5, 9 and 11, "42nd St., M. & St. N. Ave. Ry. Co.—1 Revised", issued July 31, 1919

Case No. 2407,  
Order Suspending Tariff  
and Directing Hearing  
August 15, 1919

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company having, on July 31, 1919, filed with this Commission certain sheets designated as Page No. 1, Page No. 5, Page No. 9, and Page No. 11, "42nd St., M. & St. N. Ave. Ry. Co.—No. 1 Revised", which said sheets purport to revise and supersede original pages Nos. 1, 5, 9 and 11, respectively, of the said company's schedule previously filed with the Commission, and now in force, and which provide and set forth certain changes to be made in the said schedule now in force and in the regulations and practices now being observed by and in the route and routes over which service is now being operated by the said company in the Boroughs of Manhattan and Queens, in the City and State of New York, and which will effect the discontinuance of certain service now being operated and furnished by said company over and upon its line designated as Queensboro Bridge line at the rate, fare or charge heretofore demanded and collected for such service and make certain changes in and omit certain points at which transfers are now given, the said discontinuance of operation and service and changes to become effective on and after August 31, 1919; and it appearing to the Commission that the provisions of the said proposed tariff schedule not heretofore in effect are questionable in respect to their reasonableness, lawfulness and propriety, it is

Ordered, That the Commission, without answer or other formal pleading by the said Forty-second Street, Manhattanville, and St. Nicholas Avenue Railway Company, enter upon a hearing to be held before it on the 25th day of August, 1919, at 10:30 o'clock in the forenoon, at the hearing room of the Commission, No. 49 Lafayette Street, in the Borough of Manhattan, City and State of New York, or at any time or times to which the same may be adjourned, for the purpose of enquiring into and determining the reasonableness, lawfulness and propriety of the proposed discontinuance of the said company's Queensboro Bridge line and the changes proposed in the said schedule and in the regulations and practices therein provided and the service thereafter proposed to be operated as set forth in the said revised sheets designated as pages Nos. 1, 5, 9 and 11; it is

Ordered, That the operation of the said new tariff schedule be and it hereby is suspended, and that the changes therein set forth and proposed to be put into effect be deferred until the 1st day of November, 1919, unless the Commission shall by order otherwise determine as to the effective date, and as to the reasonableness, lawfulness and propriety in whole or in part of the said proposed revised tariff schedule.

*Further ordered*, That not less than three (3) days' notice be given the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company of such hearing by the service upon it, in the manner provided in Section 23 of the Public Service Commissions Law, of a certified copy of this order setting forth the Commission's reasons for suspending the said proposed revised tariff schedule.

On September 2, 1919, the Commission made the following order:

IN THE MATTER  
OF THE

Hearing on motion of the COMMISSION as to the reasonableness, lawfulness and propriety of certain changes proposed to be made in the schedule of the FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY for the transportation of persons and property, as shown by certain sheets identified as pages Nos. 1, 5, 9 and 11, "42nd St., M. & St. N. Ave. Ry. Co.-No. 1 Revised", issued July 31, 1919

Case No. 2407,  
Discontinuance Order  
September 2, 1919

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company having on July 31, 1919, with this Commission certain sheets, designated as Page No. 1, Page No. 5, Page No. 9 and Page No. 11, "42nd St., M. & St. N. Ave. Ry. Co.-No. 1 Revised", which said sheets purport to revise and supersede original pages Nos. 1, 5, 9 and 11, respectively, of the said company's schedule previously filed with the Commission and now in force; and the Commission having, on August 15, 1919, made and entered an order directing a hearing concerning the reasonableness, lawfulness and propriety of the changes proposed in the said revised sheets, and directing also that the operation of the said revised sheets be suspended and that the changes therein set forth be deferred until the 1st day of November, 1919, unless the Commission should by order otherwise determine as to the effective date and as to the reasonableness, lawfulness and propriety in whole or in part of the said revised sheets; and a hearing having been duly had by and before the Commission concerning the reasonableness, lawfulness and propriety of said revised sheets; and the Commission being of the opinion after said hearing that the above-entitled proceeding should be discontinued and that said order of August 15, 1919, in so far as it directs the suspension of the operation of the changes set forth in said revised sheets, should be abrogated. Now, therefore, it is ordered, that the above-entitled proceeding be and the same hereby is discontinued and that said order of August 15, 1919, in so far as it directs the suspension of the changes set forth in said revised sheets, be and the same hereby is abrogated.

Third Avenue Railway Company — Schedule for transportation of persons and property

Case No. 2408,  
Suspension and Hearing Order  
Discontinuance Order

On August 15, 1919, the Commission in this case made the following order:

IN THE MATTER  
OF THE

Hearing on motion of the COMMISSION as to the reasonableness, lawfulness and propriety of certain changes proposed to be made in the schedule of the THIRD AVENUE RAILWAY COMPANY for the transportation of persons and property, as shown by certain sheets identified as pages Nos. 1 and 9, "T. A. Ry. Co.-No. 1 Revised", issued July 31, 1919

Case No. 2408,  
Order Suspending Tariff  
and Directing Hearing  
August 15, 1919

The Third Avenue Railway Company having on July 31, 1919, filed with this Commission certain sheets, designated as Page No. 1 and Page No. 9, "T. A. Ry. Co.-No. 1 Revised", which said sheets purport to revise and supersede original pages Nos. 1 and 9, respectively, of the said company's schedule previously filed with the Commission, and now in force, and which provide and set forth certain changes to be made in the said schedule now in force and in the regulations and

practices now being observed by and in the route and routes over which service is now being operated and furnished by the said company in the Boroughs of Manhattan, The Bronx and Queens, in the City and State of New York, and in the rates, fares and charges heretofore demanded and collected for such service, and which will effect the discontinuance of certain service now being operated and furnished by said company and make certain changes in and omit certain points at which transfers are now given, the said changes to become effective on and after August 31, 1919; and it appearing to the Commission that the provisions of the said proposed tariff schedule not heretofore in effect are questionable in respect to their reasonableness, lawfulness and propriety, it is

*Ordered*, That the Commission without answer or other formal pleading by the said Third Avenue Railway Company enter upon a hearing to be held before it on the 25th day of August, 1919, at 10:30 o'clock in the forenoon at the hearing room of the Commission, No. 49 Lafayette Street, in the Borough of Manhattan, City and State of New York, or at any time or times to which the same may be adjourned for the purpose of enquiring into and determining the reasonableness, lawfulness and propriety of the changes proposed in the said schedule and in the regulations and practices therein provided and the service thereafter proposed to be operated as set forth in the said revised sheets designated as pages Nos. 1 and 9; it is

*Ordered*, That the operation of the said new tariff schedule be and it hereby is suspended and that the changes therein set forth and proposed to be put into effect be deferred until the 1st day of November, 1919, unless the Commission shall by order otherwise determine as to the effective date and as to the reasonableness, lawfulness and propriety in whole or in part of the said proposed revised tariff schedule.

*Further ordered*, That not less than three (3) days' notice be given the Third Avenue Railway Company of such hearing by the service upon it in the manner provided in Section 23 of the Public Service Commissions Law of a certified copy of this order setting forth the Commission's reasons for suspending the said proposed revised tariff schedule.

On September 2, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Hearing on motion of the COMMISSION as to the reasonableness, lawfulness and propriety of certain changes proposed to be made in the schedule of the THIRD AVENUE RAILWAY COMPANY for the transportation of persons and property, as shown by certain sheets identified as pages Nos. 1 and 9, "T. A. Ry. Co.—No. 1 Revised", issued July 31, 1919

Case No. 2408,  
Discontinuance Order  
September 2, 1919

The Third Avenue Railway Company having on July 31, 1919, filed with this Commission certain sheets designated as Page No. 1 and Page No. 9, "T. A. Ry. Co.—No. 1 Revised", which said sheets purport to revise and supersede original pages Nos. 1 and 9, respectively, of the said company's schedule previously filed with the Commission and now in force; and the Commission having on August 15, 1919, made and entered an order directing a hearing concerning the reasonableness, lawfulness and propriety of the changes proposed in the said revised sheets, and directing also that the operation of the said revised sheets be suspended and that the changes therein set forth be deferred until the 1st day of November, 1919, unless the Commission should by order otherwise determine as to the effective date and as to the reasonableness, lawfulness and propriety in whole or in part of the said revised sheets; and a hearing having been duly had by and before the Commission concerning the reasonableness, lawfulness and propriety of said revised sheets; and the Commission being of the opinion after said hearing that the above-entitled proceeding should be discontinued and that said order of August 15, 1919, in so far as it directs the suspension of the operation of the changes set forth in said revised sheets, should be abrogated.

*Now, therefore, it is ordered*, that the above-entitled proceeding be and the same hereby is discontinued and that said order of August 15, 1919, in so far as it directs the suspension of the changes set forth in said revised sheets, be and the same hereby is abrogated.



**Westchester Electric Railroad Company—Proposed amendments to local and joint passenger tariff**

Case No. 2409,  
Suspension and Hearing Order  
Suspension Orders  
Opinion  
Order

On August 19, 1919, the Commission in this case made the following order:

**IN THE MATTER**

**OF THE**

Hearing on motion of the Commission as to proposed amendments to the local and joint passenger tariff of the WESTCHESTER ELECTRIC RAILROAD COMPANY identified as Local and Joint Passenger Tariff No. 1, such proposed amendments having been filed with the Commission on or about July 24, 1919

Case No. 2409,  
Order Suspending Tariff  
and Directing Hearing  
August 19, 1919

The Westchester Electric Railroad Company having filed with the Commission on or about July 24, 1919, certain new sheets containing proposed amendments to the local and joint passenger tariff of the Westchester Electric Railroad Company designated as "Local and Joint Passenger Tariff No. 1", such new sheets being as follows:

Sheet No. 2. "Table of Contents"

Sheet No. 3. "Preliminary Statement"

canceling respectively original pages Nos. 2 and 3 of said local and joint passenger tariff No. 1, such new sheets being stated to be effective August 22, 1919; and it appearing that said new sheets set forth certain changes to be made in the regulations, practices and rates of fare of said Westchester Electric Railroad Company in or in connection with the transportation of passengers on its street surface railroad between points within the First District and points within the Second District,

*Ordered*, That the Commission shall without answer or other formal pleading enter upon a hearing to be held before it on the 28th day of August, 1919, at 10:30 o'clock in the forenoon at the rooms of the Commission, No. 49 Lafayette Street, Borough of Manhattan, City of New York, for the purpose of inquiring into and determining the lawfulness and propriety of the proposed changes in the said schedule and in the regulations, practices and rates of fare therein provided;

And it appearing to the Commission that the provisions of said proposed new sheets not heretofore in effect are questionable in respect to their propriety and lawfulness; it is

*Ordered*, That the operation of the said new sheets purporting to amend said original tariff schedule be and it hereby is suspended and that the proposed changes therein set forth be and they hereby are deferred until the 15th day of October, 1919; unless the Commission shall by order otherwise determine as to the effective date and propriety and lawfulness in whole or in part of said new sheets;

*Further ordered*, That a certified copy of this order setting forth the Commission's reasons for suspending said tariff schedule be served upon the Westchester Electric Railroad Company in the manner provided in Section 23 of the Public Service Commissions Law.

On October 14, 1919, the Commission made the following order:

**IN THE MATTER**

**OF THE**

Hearing on motion of the Commission as to proposed amendments to the local and joint passenger tariff of the WESTCHESTER ELECTRIC RAILROAD COMPANY identified as Local and Joint Passenger Tariff No. 1, such proposed amendments having been filed with the Commission on or about July 24, 1919

Case No. 2409,  
Order Further Suspending  
Tariff and Directing  
Further Hearing  
October 14, 1919

The Westchester Electric Railroad Company having filed with the Commission on or about July 24, 1919, certain new sheets containing proposed amendments to the local and joint passenger tariff of the Westchester Electric Railroad Company designated as "Local and Joint Passenger Tariff No. 1", such new sheets being as follows:

Sheet No. 2. "Table of Contents"

Sheet No. 3. "Preliminary Statement"

canceling respectively original pages Nos. 2 and 3 of said local and joint passenger tariff No. 1, such new sheets being stated to be effective August 22, 1919; and an order having been made herein on August 19, 1919, suspending the operation of the said new sheets purporting to amend said original tariff schedule and deferring the proposed changes therein set forth until the 15th day of October, 1919, and directing that in the meantime a hearing be held by and before the Commission for the purpose of inquiring into and determining the lawfulness and propriety of the proposed changes in the said schedule and in the regulations, practices and rates of fare therein provided; and such hearing having been duly instituted, Alfred T. Davison, Esq., appearing for the Westchester Electric Railroad Company, William P. Burr, Esq., Corporation Counsel, by Vincent Victory, Esq., and Robert L. Stanton, Esq., Assistant Corporation Counsel, appearing for The City of New York, and H. M. Chamberlain, Esq., and Edward M. Deegan, Esq., Assistant Counsel, appearing for the Commission; and said hearing not having been completed but having been adjourned subject to call; and the Commission being of the opinion that a further hearing should be had herein, and that the operation of said new tariff sheets should be further suspended as hereinafter provided.

*Ordered*, That the operation of said new sheets purporting to amend said original tariff schedule be and it hereby is further suspended, and that the proposed changes therein set forth be and they hereby are deferred, until the 15th day of November, 1919, unless the Commission shall by order otherwise determine as to the effective date and propriety and lawfulness in whole or in part of said new sheets;

*Further ordered*, That a further hearing be had herein on the 27th day of October, 1919, at 10:30 o'clock in the forenoon at the rooms of the Commission, No. 49 Lafayette Street, Borough of Manhattan, City of New York, for the purpose of enabling the Commission to take further evidence as to the propriety and lawfulness of the changes proposed.

*Further ordered*, That a certified copy of this order setting forth the Commission's reasons for further suspending said tariff schedule be served upon the Westchester Electric Railroad Company in the manner provided in Section 23 of the Public Service Commissions Law.

On November 12, 1919, the Commission made an order further suspending the said new sheets above described and deferring the operation thereof until December 1, 1919.

On November 28, 1919, the Commission again made an order further suspending the said new sheets above described and deferring the operation thereof to and including December 15, 1919.

On December 3, 1919, Commissioner Nixon rendered an opinion (10 P. S. C. R. [1st Dist. N. Y.] 139) stating substantially as follows: that it cannot be doubted that the company is under the necessity of procuring additional revenue in order to continue the operation of its road and that, therefore, the company's new tariff showing an increase in rates should not be further suspended but should be permitted to go into effect, and, pursuant thereto, the Commission made the following order:

#### IN THE MATTER

#### OF THE

Hearing on motion of the COMMISSION as to proposed amendments to the local and joint passenger tariff of the WESTCHESTER ELECTRIC RAILROAD COMPANY identified as Local and Joint Passenger Tariff No. 1, such proposed amendments having been filed with the Commission on or about July 24, 1919

Case No. 2409,  
Discontinuance Order  
December 3, 1919

The Westchester Electric Railroad Company having filed with the Commission on or about July 24, 1919, certain new sheets containing proposed amendments to the local and joint passenger tariff of the Westchester Electric Railroad Company designated as "Local and Joint Passenger Tariff No. 1", such new sheets being as follows:

Sheet No. 2. "Table of Contents"

Sheet No. 3. "Preliminary Statement"

canceling respectively original pages Nos. 2 and 3 of said local and joint passenger tariff No. 1, such new sheets being stated to be effective August 22, 1919; and the Commission having directed from time to time that the operation of such new sheets be suspended to and including December 15, 1919, and that in the meantime a hearing be had by and before the Commission for the purpose of inquiring into and determining the lawfulness and propriety of the proposed changes in the said schedule and in the regulations, practices and rates of fare therein provided; and such hearing having been duly had, Alfred T. Davison, Esq., appearing for the Westchester Electric Railroad Company, William P. Burr, Esq., Corporation Counsel, by Vincent Victory, Esq., and Robert L. Stanton, Esq., Assistant Corporation Counsel, appearing for The City of New York, William W. Penfield, Esq., appearing for certain taxpayers, and H. M. Chamberlain, Esq., and

Edward M. Deegan, Esq., Assistant Counsel, appearing for the Commission; and the Commission being of the opinion after said hearing that said new sheets and the changes therein proposed are not in any respect unlawful or improper, and that the proceeding should be discontinued.

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued, and that the aforesaid new sheets and the changes therein proposed be and they hereby are permitted to go into effect immediately.

### **Manhattan & Queens Traction Corporation — Increasing rate of fare**

Case No. 2416,  
Hearing Order

Complaint having been made to the Commission by William R. Begg and Arthur C. Hume, as Receivers of the Manhattan & Queens Traction Corporation, by petition dated and verified August 30, 1919, that the rates, fares or charges, charged or chargeable by said corporation and said Receivers, for the transportation of passengers within the First District were insufficient to yield reasonable compensation for the service rendered and were unjust and unreasonable, the Commission on September 5, 1919, made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on September 9, 1919. Thereafter the City of New York obtained a writ of prohibition from the Supreme Court, New York County, staying further proceedings in this case. At the close of the year the matter was in the Courts.

### **New York Railways Company, Eighth Avenue Railroad Company and Ninth Avenue Railroad Company — Matter relating to exchange of transfers between lines of companies**

Case No. 2419,  
Hearing Order

It appearing that by order of the United States District Court for the Southern District of New York, September 26, 1919, the Receiver of the New York Railways Company was directed to discontinue on or after October 1, 1919, the interchange of transfers with the Eighth Avenue Railroad Company and was also directed to cease operation of the Ninth Avenue Railroad Company on and after October 1, 1919, and not to exchange transfers between the lines of that company and the New York Railways Company and further it appearing that the effect of such orders was to alter the situation as to the exchange of transfers, covered by an order of the Commission made on July 15, 1919, in Case No. 2389, the Commission on September 27, 1919, made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on September 29, 1919.

At the close of the year no further order had been entered in this case.

### **The Belt Line Railway Corporation — Application for permission to file amendments to its tariff schedules on less than thirty days' notice**

Case No. 2421,  
Hearing Order  
Special Permission

This proceeding was begun upon application dated October 1, 1919, by the Belt Line Railway Corporation for permission to put into effect, immediately after publication at stations and filing with the Commission, changes in its tariff schedules, B. L. Ry. Corp'n., No. 1, Revised, providing for the discontinuance of transfers between its 59th Street Crosstown line and the Eighth Avenue line, the Sixth and Amsterdam Avenue line and the Broadway and Columbus Avenue line. On October 3, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in this matter on October 7, 1919.

On October 24, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Application by the BELT LINE RAILWAY CORPORATION  
for permission to file amendments to its tariff  
schedules on less than thirty days' notice

Case No. 2421,  
Special Permission No. 636  
October 24, 1919

WHEREAS, The Belt Line Railway Corporation has made application in writing to this Commission, under date of October 1, 1919, for permission to put into effect immediately after publication at stations and filing with the Commission changes in its tariff schedules, B. L. Ry. Corp.—No. 1 Revised, providing for the discontinuance of transfers between its 59th Street Crosstown line and the Eighth Avenue line, the Sixth and Amsterdam Avenue line, and the Broadway and Columbus Avenue line, of the New York Railways Company, and

Whereas, a hearing has been held on said application on October 7, 1919, and has been closed, and

Whereas, good cause has been shown why the said application should be granted, it is

Ordered, That permission be and the same hereby is granted to the Belt Line Railway Corporation to put into effect immediately after publication at stations and filing with the Commission the said changes in its tariff schedules.

The Forty-second Street, Manhattan & St. Nicholas Avenue Railway Company—Application for permission to file amendments to its tariff schedules on less than thirty days' notice

Case No. 2422,  
Hearing Order  
Special Permission

This proceeding was begun upon application, dated October 1, 1919, by the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company for permission to put into effect, immediately after publication at stations and filing with the Commission, changes in its tariff schedules, 42nd., M. & St. N. Ave. Ry. Co. No. 1 revised, providing for the discontinuance of transfers between its Broadway line and the Broadway and Columbus Avenue line and the Sixth and Amsterdam Avenue line. On October 3, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on October 7, 1919.

On October 24, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Application of THE FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY for permission to file amendments to its tariff schedules on less than thirty days' notice

Case No. 2422,  
Special Permission No. 637  
October 24, 1919

Whereas, The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company has made application in writing to this Commission, under date of October 1, 1919, for permission to put into effect immediately after publication at stations and filing with the Commission changes in its tariff schedules, 42nd St., M. & St. N. Ave. Ry. Co.—No. 1 Revised, providing for the discontinuance of transfers between its Broadway line and the Sixth and Amsterdam Avenue line and the Broadway and Amsterdam Avenue line, of the New York Railways Company, and

Whereas, A hearing has been held on said application on October 7, 1919, and has been closed, and

Whereas, Good cause has been shown why the said application should be granted, it is

Ordered, That permission be and the same hereby is granted to The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company to put into effect immediately after publication at stations and filing with the Commission the said changes in its tariff schedules.

**Interborough Rapid Transit Company—Application for permission to put into effect on short notice certain changes in its tariff schedule**

Case No. 2425,  
Hearing Order  
Discontinuance Order

This proceeding was begun upon application by petition dated September 25, 1919, by the Interborough Rapid Transit Company for permission to put into effect five days after publication at stations and filing with the Commission certain changes in its tariff I. R. T. Co. No. 1, to provide for the discontinuance of the exchange of transfers between certain lines of the said company and the New York City Interborough Railway Company, such transfers at that time being furnished upon payment of an eight-cent fare to said Interborough Rapid Transit Company and being accepted by the New York City Interborough Railway Company, such eight-cent fare entitling passenger to a free ride over the lines of both companies. On October 7, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on October 14, 1919.

On October 24, 1919, the Commission made the following order:

IN THE MATTER  
OF THE  
Application of INTERBOROUGH RAPID TRANSIT COM-  
PANY for permission to put into effect on short  
notice certain changes in its tariff schedules

Case No. 2425,  
Discontinuance Order  
October 25, 1919

The Interborough Rapid Transit Company, by Frank Hedley, its Vice-President and General Manager, having made application to the Commission by petition dated September 25, 1919, for permission to put into effect five days after publication at stations and filing with the Commission certain changes in its tariff I. R. T. Co. No. 1; and it appearing that the purpose of the proposed change is to provide for the discontinuance of the exchange of transfers between certain lines of said company and certain lines operated by the New York City Interborough Railway Company; and the Commission by an order having set the said petition down for hearing on the 14th day of October, 1919, and thereafter on October 22, 1919, the said applicant having filed, with this Commission revised sheets Nos. 1, 2 and 3, local and joint passenger tariff No. 1, revising title-page and sheets Nos. 1, 2 and 3, and canceling Nos. 16 and 16-a to become effective on the statutory 30 days' notice, November 22, 1919, and it appearing that the effect of the revised sheets is to discontinue the existing 3¢ transfers between the Interborough Rapid Transit Company and the New York City Interborough Railway Company's lines, and that this action on the part of the railroad company has superseded their application to withdraw the transfer privileges between the above-mentioned companies and the filing of tariffs on short notice, now before this Commission for formal action in Case No. 2425, it is

*Ordered*, That this proceeding be and the same hereby is discontinued.

**New York City Interborough Railway Company—Application for permission to put into effect on short notice certain changes in its tariff schedule**

Case No. 2426,  
Hearing Order  
Discontinuance Order

This proceeding was begun upon application by petition dated September 25, 1919, by the New York City Interborough Railway Company for permission to put into effect five days after publication at stations and filing with the Commission certain changes in its tariff N. Y. C. I. Ry. Co. No. 1, to provide for the discontinuance of the exchange of transfers between certain lines of the said company and the Interborough Rapid Transit Company, such transfers at that time being furnished upon payment of an eight-cent fare to said New York City Interborough Railway Company and being accepted by the Interborough Rapid Transit Company, such eight-cent fare entitling passenger to a free ride over the lines of both companies. On October 7, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on October 14, 1919.

On October 24, 1919, the Commission made the following order:

IN THE MATTER  
OF THE  
Application of NEW YORK CITY INTERBOROUGH RAIL-  
WAY COMPANY for permission to put into effect on  
short notice certain changes in its tariff schedules

Case No. 2426,  
Discontinuance Order  
October 24, 1919

The New York City Interborough Railway Company, by Edward A. Maher, Jr., its Vice-President, having made application to the Commission by petition dated September 25, 1919, for permission to put into effect five days after publication at stations and filing with the Commission certain changes in its tariff N. Y. C. I. Ry. Co. No. 1; and it appearing that the purpose of the proposed change is to provide for the discontinuance of the exchange of transfers between certain lines of said company and certain lines operated by the Interborough Rapid Transit Company; and the Commission by an order having set the said petition down for hearing on the 14th day of October, 1919, and thereafter on October 22, 1919, the said applicant having filed with this Commission revised sheets Nos. 1, 2, 3, 5, 7, 10, and 14 of their tariff No. 1, canceling original sheets Nos. 1, 2, 3, 5, 7, 10 and 14 of their tariff No. 1, to become effective on the statutory 30 days' notice, November 22, 1919, and it appearing that the effect of the revised sheets is to discontinue existing 3¢ transfers between the lines of the New York City Interborough Railway Company and the Interborough Rapid Transit Company and that this action on the part of the railroad company has superseded their application to withdraw the transfer privileges between the above-mentioned companies and the filing of tariffs on short notice now before this Commission for formal action in Case No. 2426, it is

Ordered, That this proceeding be and the same hereby is discontinued.

South Brooklyn Railway Company, New York Consolidated Railroad Company  
and Lindley M. Garrison as Receiver of said New York Consolidated Rail-  
road Company—Complaint of the Civic Alliance of Coney Island

Case No. 2428,  
Hearing Order  
Dismissal Order

This proceeding was begun upon complaint of the Civic Alliance of Coney Island against the South Brooklyn Railway Company and the New York Consolidated Railroad Company and Lindley M. Garrison as Receiver of said New York Consolidated Railroad Company as regards the proposed elimination of transfers to and from the Norton's Point Line of the South Brooklyn Railway Company, it being alleged by the complainant that the said South Brooklyn Railway Company filed with the Commission schedules, effective October 16, 1919, in which it was stated that the sum of five cents would be charged for transfers to and from the Norton's Point line and that such charge for transfer was in violation of certain contracts in which it was agreed that free transfers would be given to and from the Norton's Point line. On October 7, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on October 10, 1919.

On November 5, 1919, the Commission made the following order:

IN THE MATTER  
OF THE  
Complaint of the CIVIC ALLIANCE OF CONEY ISLAND  
vs.  
SOUTH BROOKLYN RAILWAY COMPANY and NEW YORK  
CONSOLIDATED RAILROAD COMPANY, and LINDLEY  
M. GARRISON, AS RECEIVER OF SAID NEW YORK  
CONSOLIDATED RAILROAD COMPANY

Case No. 2428,  
Dismissal Order  
November 5, 1919

Complaint having been made to this Commission by the Civic Alliance of Coney Island against the South Brooklyn Railway Company and the New York Consolidated Railroad Company and Lindley M. Garrison, as Receiver of said New York Consolidated Railroad Company, in regard to the proposed elimination of transfers to and from the Norton's Point Line, it having been alleged by com-

plainant that said South Brooklyn Railway Company had filed schedules, effective October 16, 1919, which schedules stated that the sum of five cents will be charged for transfer to and from the Norton's Point Line and that such charge for transfers will be in violation of certain contracts in which it was agreed that free transfers would be given to and from the Norton's Point line.

The Commission having ordered that a hearing be had upon said complaint at the rooms of the Commission, No. 49 Lafayette Street, Borough of Manhattan, City of New York, on the 10th day of October, 1919, and it having appeared at the said hearing that complainant was unable to produce any such contracts, and that there are no such contracts in existence, it is

*Ordered*, That the complaint herein be, and the same hereby is, dismissed.

### Long Island Electric Railway Company — Application for permission to put into effect a new tariff schedule on five days' notice

Case No. 2429,  
Hearing Order  
Opinion  
Approval Order

This proceeding was begun upon application in writing, dated October 8, 1919, by the Long Island Electric Railway Company for permission to put into effect on five days' notice after publication at stations and filing with the Commission an amendment to its tariff schedule, Long Island Electric Railway Company No. 1, Sheet No. 3, providing for certain changes in fares and for the establishment of fare zones. On October 10, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on October 20, 1919.

On December 10, 1919, Deputy and Acting Commissioner Glennon rendered an opinion (10 P. S. C. R. [1st Dist. N. Y.] 147) in this case stating in substance that the evidence before the Commission clearly indicated that this railroad, if its continued operation was desirable, should be permitted to charge the rates specified in its proposed new tariff, which opinion was approved and, pursuant thereto, the following order was made:

IN THE MATTER  
OF THE  
Application of the LONG ISLAND ELECTRIC RAILWAY  
COMPANY for permission to put into effect a new  
Tariff Schedule on less than thirty days' notice

Case No. 2429,  
Order Granting Application  
Special Permission No. 646  
December 10, 1919

The Long Island Electric Railway Company having made application to this Commission in writing, under date of October 8, 1919, for permission to put into effect on less than thirty days' notice an amendment to its Tariff Schedule providing for certain changes in fares and for the establishment of certain fare zones, as set forth in said application; and a hearing having been duly had upon said application, James L. Quackenbush, Esq., General Attorney, by Arthur G. Peacock, Esq., of Counsel, appearing for the Petitioner, and William P. Burr, Esq., Corporation Counsel of The City of New York, by Joseph A. Devery, Esq., Assistant Corporation Counsel, appearing for The City of New York; and the Commission being of the opinion after said hearing that said application should be granted,

*Now, therefore*, it is

*Ordered*,

1. That said application be and the same hereby is granted, and said company be and it hereby is permitted to put such amendment of its Tariff Schedule into effect immediately after filing the same with the Commission.

2. That this order shall take effect immediately.

3. That this order is made without prejudice to the right of the Commission, either in this proceeding or in a new proceeding, to inquire into the propriety or legality of the new rates, or any of them, that may be filed by said Long Island Electric Railway Company, should any reason for questioning such propriety or legality be later raised, and shall be without prejudice to the right of the Commission from time to time, either in this proceeding or in a new proceeding, to make such changes or adjustments in said Company's zones or rates of fare as the facts may warrant.

**South Brooklyn Railway Company — Filing on short notice of revised sheets to tariff schedule**

Special Permission No. 633,  
Approval Order

This proceeding was begun upon application in writing, dated October 18, 1919, by the South Brooklyn Railway Company for permission to put into effect one day (October 19, 1919) after filing, revised sheets Nos. 1, 3 and 6 to replace Sheets Nos. 1, 3 and 6 of its Local and Joint Passenger Tariff P. S. C.-1 N. Y.-No. 1, then on file with the Commission, discontinuing certain transfer privileges. On October 18, 1919, the Commission issued the following special permission:

**IN THE MATTER**

OF

Filing on short notice, by the SOUTH BROOKLYN RAILWAY COMPANY, of revised sheets to replace Sheets Nos. 1, 3 and 6 of its Local and Joint Passenger Tariff P. S. C.-1 N. Y.-No. 1

Special Permission No. 633  
October 18, 1919

*Whereas*, The South Brooklyn Railway Company, by H. A. Crowe, General Passenger Agent, has made application in writing to this Commission under date of October 18, 1919, for permission to put into effect one day (October 19, 1919), after filing, revised sheets Nos. 1, 3 and 6 to replace Sheets Nos. 1, 3 and 6 of its Local and Joint Passenger Tariff P. S. C.-1 N. Y.-No. 1, now on file, and

*Whereas*, Good cause has been shown why such permission should be granted, *Therefore*, it is

*Ordered*, That permission be and the same is hereby granted to the South Brooklyn Railway Company to file and put into effect, on October 19, 1919, the revised sheets herein described.

*Further ordered*, That nothing herein contained shall be construed as a determination by the Commission in respect of the legal right of said company to discontinue transfers at any point or points at which such transfers are shown as being discontinued in and by said revised sheets, and that the Commission reserves the right hereafter to inquire into the propriety and legality of the discontinuance of transfers at any such points and to make such order or orders in respect thereof as the facts and the law may justify; the present order granting permission to file such revised sheets on short notice being necessitated by the fact that, by an order of the United States District Court of the Southern District of New York, dated October 17, 1919, the Receiver of the Brooklyn Heights Railroad Company was directed not to adopt the lease of the lines of the Brooklyn City Railroad Company, dated February 14, 1893, and by the further fact that the Brooklyn City Railroad Company has announced its purpose to resume the operation of its lines and has filed a new tariff with the Commission covering such operation, and that sufficient time has not been afforded the Commission to enable it to check up all the points at which transfers will be discontinued pursuant to the new and amended schedules so filed.

**Brooklyn Heights Railroad Company, Brooklyn, Queens County & Suburban Railroad Company, Coney Island & Brooklyn Railroad Company and the Nassau Electric Railroad Company — Filing on short notice of revised sheets to tariff schedule**

Special Permission No. 634,  
Approval Order

This proceeding was upon application in writing dated October 13, 1919, by the Brooklyn Heights Railroad Company, the Brooklyn, Queens County & Suburban Railroad Company, the Coney Island & Brooklyn Railroad Company and the Nassau Electric Railroad Company, for all of which Lindley M. Garrison was the Receiver, for permission to put into effect, one day (October 19, 1919), after filing, revised sheets Nos. 2 to 45 inclusive, 47 to 57 inclusive, and 59 to 75 inclusive, to replace sheets of the same numbers of the Local and Joint Passenger Tariff P. S. C.-1 N. Y.-No. 1 of said companies discontinuing certain transfer



privileges. On October 18, 1919, the Commission issued the following Special Permission :

IN THE MATTER

OF

Filing on short notice by H. A. Crowe, Agent for the Brooklyn Heights Railroad Company (Lindley M. Garrison, Receiver), for the Brooklyn, Queens County and Suburban Railroad Company (Lindley M. Garrison, Receiver) for the Coney Island and Brooklyn Railroad Company, and for the Nassau Electric Railroad Company (Lindley M. Garrison, Receiver), revised sheets Nos. 2 to 45 inclusive, 47 to 57 inclusive, and 59 to 78 inclusive, of H. A. Crowe's Agent's Local and Joint Passenger Tariff P. S. C.—1 N. Y. No. 1

Special Permission No.  
634  
October 18, 1919

Whereas, The Brooklyn Heights Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company, the Coney Island and Brooklyn Railroad Company and the Nassau Electric Railroad Company, for all of which Lindley M. Garrison is Receiver, by H. A. Crowe, their agent, has made application in writing to this Commission, under date of October 13, 1919, for permission to put into effect, one day (October 18, 1919) after filing, revised sheets Nos. 2 to 45 inclusive, 47 to 57 inclusive, and 59 to 78 inclusive, to replace sheets of the same numbers of his Local and Joint Passenger Tariff P. S. C.—1 N. Y. No. 1, and

Whereas, Good cause has been shown why such permission should be granted.

Therefore, it is

Ordered, That permission be and the same is hereby granted to H. A. Crowe, agent for the above-named companies, to file and put into effect, on October 18, 1919, the revised sheets herein described.

Further ordered, That nothing herein contained shall be construed as a determination by the Commission in respect of the legal right of said company to discontinue transfers at any point or points at which such transfers are shown as being discontinued in and by said revised sheets, and that the Commission reserves the right hereafter to inquire into the propriety and legality of the discontinuance of transfers at any such points and to make such order or orders in respect thereof as the facts and the law may justify; the present order, granting permission to file such revised sheets on short notice, being necessitated by the fact that, by an order of the United States District Court of the Southern District of New York, dated October 17, 1919, the Receiver of the Brooklyn Heights Railroad Company was directed not to adopt the lease of the lines of the Brooklyn City Railroad Company, dated February 14, 1893, and by the further fact that the Brooklyn City Railroad Company has announced its purpose to resume the operation of its lines and has filed a new tariff with the Commission covering such operation, and that sufficient time has not been afforded the Commission to enable it to check up all the points at which transfers will be discontinued pursuant to the new and amended schedules filed.

**New York, Westchester & Boston Railway Company—Proposed new local passenger tariff**

Case No. 2433.

Order Suspending Tariff and Directing  
Hearing  
Orders Further Suspending Tariff

On October 31, 1919, the Commission in this case made the following order :

IN THE MATTER

OF THE

Hearing on motion of the COMMISSION as to the proposed new Local Passenger Tariff of the New York, Westchester & Boston Railway Company identified as P. S. C.—1 N. Y.—No. 18, issued October 18, 1919, and effective November 19, 1919.

Case No. 2433.  
Order Suspending Tariff  
and Directing Hearing  
October 31, 1919.

The New York, Westchester & Boston Railway Company having, on October 20, 1919, filed with this Commission a new Local Passenger Tariff, designated as "Local Passenger Tariff of One Way and Commutation Fares Applying in Both Directions and Special Train Rates Applying in Both Directions between Harlem River, N. Y., New Rochelle (North Avenue), N. Y., White

Plains (Westchester Avenue), N. Y. and Intermediate Points as Shown Herein, also Rules, Regulations and Charges Governing the Handling and Transportation of Baggage between Harlem River, N. Y., White Plains (Westchester Avenue), N. Y., and Intermediate Baggage Stations as Shown Herein", issued October 18, 1919, which passenger tariff purports to cancel P. S. C.-1 N. Y.—No. 17, and provides and sets forth certain changes in the schedules now in force and in the rates now being charged by the said company on the route and routes over which the service is now being operated by it in the Borough of The Bronx, City and State of New York, said changes to become effective on and after November 19, 1919. It is

*Ordered*, That the Commission shall without answer or other formal pleading enter upon a hearing to be held before it on the 13th day of November, 1919, at 10:30 o'clock in the forenoon of that day, at the hearing room of the Commission, No. 49 Lafayette Street, in the Borough of Manhattan, City and State of New York, or at any time or times to which the same may be adjourned, for the purpose of inquiring into and determining the lawfulness and propriety of the proposed changes in the said schedule; and it appearing to the Commission that the provisions of the said proposed tariff schedules not heretofore in effect are questionable in respect to their propriety and lawfulness, it is

*Ordered*, That the operation of the said tariff schedule be and it hereby is suspended, and that the proposed changes therein set forth be deferred until the 1st day of December, 1919; unless the Commission shall by order otherwise determine as to the effective date and the propriety and lawfulness in whole or in part of the said tariff schedule.

*Further ordered*, That a certified copy of this order, setting forth the Commission's reasons for suspending the said tariff schedule, be served upon the New York, Westchester & Boston Railway Company and upon The City of New York in the manner provided in Section 23 of the Public Service Commissions Law.

On November 28, 1919, the Commission made another order further suspending the operation of the tariff schedule described above until December 15, 1919, and directing that the use of the proposed changed rates, fares and charges therein set forth be deferred until that date.

On December 12, 1919, the Commission made another order further suspending the operation of the tariff schedule described above until January 1, 1920, and directing that the use of the proposed changed rates, fares and charges therein set forth be deferred until that date.

On December 30, 1919, the Commission again made an order further suspending the operation of the tariff schedule described above until January 15, 1920, and directing that the use of the proposed changed rates, fares and charges therein set forth be deferred until that date.

### **South Brooklyn Railway Company—Tariff increasing local freight charges applying on trolley freight cars for handling newspapers**

Case No. 2435,  
Hearing Order  
Suspension Order  
Order Disallowing Proposed Increase in  
Rates

The South Brooklyn Railway Company having filed with this Commission, on November 1, 1919, tariff P. S. C.-1 N. Y. No. 110, effective December 2, 1919, canceling tariff P. S. C.—1 N. Y. No. 85, entitled "Local Freight Tariff Applying on Chartered Trolley Freight Cars for Handling Newspapers", and it appearing that the purpose of the proposed cancellation was to increase freight tariff on trolley freight cars handling newspapers, the Commission on November 14, 1919, made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on November 24, 1919.

On November 28, 1919, the Commission made the following order:

#### **IN THE MATTER**

#### **OF THE**

Filing by the SOUTH BROOKLYN RAILWAY COMPANY of an amendment to its tariff schedule, increasing its local freight tariff applying on chartered trolley freight cars for handling newspapers.

Case No. 2435,  
Order Suspending Tariff  
November 28, 1919

The South Brooklyn Railway Company having on November 1, 1919, filed with this Commission a tariff schedule P. S. C.-1 N. Y. No. 110, designated as "Local

Freight Tariff Applying on Chartered Trolley Freight Cars for Handling Newspapers", issued October 30, 1919, and effective December 2, 1919, which tariff purports to cancel P. S. C.-1 N. Y. No. 85, and provides and sets forth certain increases and changes in the rates for trolley freight cars handling newspapers; and the Commission having, on November 14, 1919, entered an order directing a hearing upon the said tariff schedule; and the hearing having been duly held on November 24, 1919; and it appearing to the Commission that the provisions of the said proposed tariff schedule not heretofore in effect are questionable in respect to their property and lawfulness, and that the said proposed schedule ought to be suspended by the Commission pending its determination as to the propriety and lawfulness of the changes proposed in said tariff schedule, it is

*Ordered*, That the operation of the said tariff schedule be and it hereby is suspended, and that the proposed changes therein set forth be deferred until the 2nd day of January, 1920; unless the Commission shall by order otherwise determine as to the effective date and the propriety and lawfulness in whole or in part of the said tariff schedule.

*Further ordered*, That a certified copy of this order, setting forth the Commission's reasons for suspending the said tariff schedule, be served upon the South Brooklyn Railway Company in the manner provided in Section 23 of the Public Service Commissions Law.

On December 30, 1919, the Commission in this case approved an Opinion (10 P. S. C. R. [1st Dist. N. Y.] 150) rendered by Deputy Commissioner Barrett, recommending that the increase proposed in the new tariff schedule be disallowed and that the company be directed to withdraw and cancel its proposed schedule without prejudice to its right to file other schedules, and made the following order:

IN THE MATTER

OF THE

Filing by the SOUTH BROOKLYN RAILWAY COMPANY of an amendment to the tariff schedule increasing the local freight tariff applying on chartered trolley freight cars for handling newspapers.

CASE No. 2435.  
Order Disallowing Proposed Increase in Rates December 30, 1919

The South Brooklyn Railway Company having, on November 1, 1919, filed with this Commission tariff P. S. C.-1 N. Y. No. 110, entitled "Local Freight Tariff Applying on Chartered Trolley Freight Cars for Handling Newspapers", effective December 2, 1919, canceling tariff P. S. C.-1 N. Y. No. 85, and increasing the charge of \$2.50 per car per hour, minimum \$7.50, to \$5.00 per car per hour, minimum \$15.00 and the charge of \$1.00 per car for chartered cars placed on private sidings for loading, without crews, to \$5.00 per car; and the Commission having by order dated November 14, 1919, directed a hearing upon said tariff schedule; and the hearing having been duly held on November 24, 1919, and closed; and testimony as to the revenues and expenditures resulting from or connected with the said freight service for handling newspapers having been introduced at said hearing by the company; and the Commission having by order dated November 28, 1919, suspended the operation of said new tariff schedule until January 2, 1920; and due deliberation and consideration having been had; and the Commission being of the opinion that the said company has not sustained the burden of proof to show that the increases in rates proposed in said new tariff schedule are just and reasonable and that the same are unjust and unreasonable, it is

*Ordered*, That the rates shown in said new tariff schedule be and the same hereby are disallowed, and that the said South Brooklyn Railway Company be and it hereby is directed to withdraw and cancel the said new tariff schedule without prejudice, however, to its right to file other schedules increasing its rates for said freight service for handling newspapers.

*Further ordered*, That a certified copy of this order be served upon the South Brooklyn Railway Company in the manner provided in Section 23 of the Public Service Commissions Law.

**Belt Line Railway Corporation — Proposed new tariff sheets, canceling revised sheets, providing for changes to be made in operated route and transfer points**

CASE No. 2439.

Order Suspending Tariff and Directing Hearing  
Order Revoking Order Suspending Tariff

This proceeding was begun upon the filing, on November 18, 1919, by the Belt Line Railway Corporation of new tariff sheets, as described below, canceling certain sheets as also described below, previously filed with the Commission, providing and setting forth certain changes to be made in the company's operated route and transfer points in its schedule in force and in use by it in the Borough of Manhattan, New York City.

On December 10, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on December 15, 1919, suspending the operation of these new tariff sheets and deferring the taking effect of the proposed changes therein set forth until January 1, 1920.

On December 19, 1919, the Commission made the following order in this case:

IN THE MATTER  
OF THE

Hearing on the motion of the COMMISSION as to the proposed new tariff sheets of the BELT LINE RAILWAY CORPORATION, identified as proposed sheets, Nos. 1, 6, 7 and 9 of B. L. Ry. Corp'n. No. 1 revised, canceling revised sheet No. 1, original sheet No 6, and revised sheets Nos. 7 and 9, issued and posted, November 18, 1919, and effective December 18, 1919

Case No. 2439,  
Order Revoking Order  
Suspending Tariff  
December 19, 1919

The Belt Line Railway Corporation having, on November 18, 1919, filed with this Commission new tariff sheets, designated as Pages Nos. 1, 6, 7 and 9 to B. L. Ry. Corp'n.—No. 1 revised, issued and posted November 18, 1919, and effective December 18, 1919; and the Commission having, on December 10, 1919, made an order directing a hearing as to the lawfulness and propriety of the changes contained in said new tariff sheets, and suspending the operation of said sheets until January 1, 1920, unless the Commission should by order otherwise determine; and the hearing having been duly held on December 15, 1919, and closed; and it appearing to the Commission that there is no reason why the operation of the said tariff sheets should be longer suspended or why the proposed changes therein set forth should be deferred beyond the date therein set forth, it is

*Ordered*, That the said order of the Commission, dated December 10, 1919, suspending the operation of the said new tariff sheets and deferring the proposed changes therein set forth be and the same hereby is revoked.

## SAFETY PRECAUTIONS

**New York Consolidated Railroad Company**—Additional safety precautions on the Brighton Beach line and other lines

Case No. 2357,  
Hearing Resolution

This proceeding was begun upon motion of the Commission to inquire and determine whether the New York Consolidated Railroad Company and the New York Municipal Railway Corporation, and Lindley M. Garrison, as Receiver of the said companies, or either of them, should be ordered to install, maintain and operate any improvements, additions or changes in the construction of its tracks or safety or other devices (1) between the Park Place and Prospect Park stations of the Brighton Beach line of the said New York Consolidated Railroad Company or (2) on any of the other lines operated by said companies or said Receiver, or either of them, in order to promote the security and safety of the public and employees, or to furnish adequate, just and reasonable service, on such line or lines.

On January 28, 1919, the Commission adopted a resolution (see blank form of hearing resolution, page 157) directing that a hearing be had in the matter on January 31, 1919. A hearing was held on January 31, 1919, and on February 4, 1919, on which latter date the hearings were adjourned subject to call of the Commission. At the close of the year the case was still pending.

**The New York Central Railroad Company**—Operation of freight trains on Eleventh Avenue

Case No. 1292,  
Suspension Orders

This proceeding was begun, in 1910, upon motion of the Commission to inquire into the operation of freight trains on Eleventh Avenue (see Volume I, Annual Report of the Commission for 1910, page 184).

# 342 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

On February 11, 1919, the Commission adopted the following order :

IN THE MATTER  
OF THE  
Hearing on the motion of the COMMISSION on the  
question of regulations, practices, equipment,  
appliances and service of THE NEW YORK CENTRAL  
RAILROAD COMPANY

Case No. 1292,  
Suspension Order  
February 11, 1919

Application in writing dated February 8, 1919, having been made by The New York Central Railroad Company for a suspension of the order hereinafter mentioned and the Commission being of the opinion that said application should be granted in part as hereinafter stated, it is

*Ordered*, That the provisions of the Final Order duly made in the above-entitled matter on December 13, 1910, directing The New York Central Railroad Company not to operate any freight trains on Eleventh Avenue in the Borough of Manhattan, New York City, during certain hours therein specified be and the same hereby is suspended from February 15, 1919, to and including May 15, 1919, and it is

*Further ordered*, That the foregoing suspension shall be effective only upon the condition that the said company shall, for every train movement during the periods when operation of freight trains is prohibited by said final order, maintain at every street or highway crossing of its tracks on Eleventh Avenue between Thirty-fourth and Fifty-ninth Streets, a watchman or flagman whose duty it shall be timely to warn pedestrians and vehicles of the approach of cars, and upon the condition that no train shall consist of more than thirty (30) cars, and it is

*Further ordered*, That this order shall take effect immediately.

On May 15, October 11, 17, 24 and 31, November 28 and December 12, 1919, the Commission made similar orders to the one above, suspending the provisions of its order of December 13, 1910, to and including January 15, 1920.

## The Long Island Railroad Company — Additional emergency exits from the Atlantic Avenue Tunnel

Case No. 2359,  
Hearing Resolution  
Order

This proceeding was begun upon motion of the Commission to inquire and determine whether additional emergency exits should be required from the tunnel of the Long Island Railroad Company in Atlantic Avenue, Borough of Brooklyn. On February 26, 1919, the Commission adopted a resolution (see blank form of hearing resolution, page 157) directing that a hearing be had in this matter on March 7, 1919.

On April 24, 1919, the Commission adopted the following order :

IN THE MATTER  
OF THE  
Hearing on the motion of the COMMISSION on the  
question of additional emergency exits from the  
Atlantic Avenue Tunnel of THE LONG ISLAND  
RAILROAD COMPANY.

Case No. 2359,  
Order  
April 24, 1919

A hearing having been duly had by and before the Commission in the above entitled matter on March 7, 1919, Acting Chairman Whitney presiding; and the Commission being of the opinion after the proceedings on said hearing that an additional emergency exit from the tunnel of The Long Island Railroad Company on Atlantic Avenue, at or near the intersection of Franklin Avenue and Atlantic Avenue, in the Borough of Brooklyn, City of New York, ought reasonably to be provided in order to promote the security and convenience of the public, and that the time hereinafter specified would be a reasonable time within which such additional emergency exit should be provided,

*Ordered*,

(1) That said The Long Island Railroad Company be and hereby is directed and required to construct, install and provide for use an additional emergency exit from said company's tunnel on Atlantic Avenue, in the Borough of Brooklyn, City of New York, such additional emergency exit to be constructed and installed at or near the intersection of Franklin Avenue and Atlantic Avenue substantially as shown on Plan A-186 dated August 13, 1918, which was received in evidence as Exhibit No. 3 on hearing herein; and

(2) That such additional emergency exit shall be constructed and installed ready for use not later than August 1, 1919;

(3) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission;

(4) That within ten (10) days after the date of this order said The Long Island Railroad Company shall notify the Commission in writing whether the terms of this Order are accepted and will be obeyed.

**The Staten Island Rapid Transit Railway Company — Safety precautions at overhead crossing of Virginia Avenue, Rosebank**

Case No. 2065.  
Discontinuance Order

This proceeding was begun upon motion of the Commission in 1916. (See Appendix A to Volume I of the Annual Report of the Commission for 1916, page 148.)

On April 17, 1919, the Commission in this case adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION as to safety precautions to be taken to protect the public at the overhead crossing of Virginia Avenue of the tracks of the STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY.

Case No. 2065.  
Order Discontinuing Proceeding  
April 17, 1919

A hearing having been duly had in this proceeding on March 6, 1916, before the Commission, and it appearing that such alterations at the crossing of Virginia Avenue with the tracks of the Staten Island Rapid Transit Railway Company at Rosebank, Staten Island, as were contemplated, could be made only in pursuance of the Grade Crossing provisions of the Railroad Law, and the Commission at the close of said hearing, having determined that this proceeding should be discontinued, it is

*Ordered*, That the proceeding herein be and the same hereby is discontinued.

**South Brooklyn Railway Company — Norton's Point Line, improvements along right of way**

Case No. 2364.  
Hearing Resolution  
Discontinuance Order

This proceeding was begun upon motion of the Commission to inquire and determine whether the South Brooklyn Railway Company should be directed (1) to make changes and improvements in and to provide and maintain gates or other protection at the crossings intersecting the right of way of its Norton's Point Line from West 16th Street to West 37th Street, both inclusive in the Borough of Brooklyn, City of New York, (2) to make changes and improvements in and to the roadbed, tracks and rails, and to provide proper fence protection along said portion of said right of way.

On March 31, 1919, the Commission directed (see blank form of hearing resolution, page 157) that a hearing be had in this matter on April 16, 1919.

On July 3, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION as to changes, improvements and safety precautions at the crossings and on and along the right of way of the Norton's Point Line of the SOUTH BROOKLYN RAILWAY COMPANY from West 16th Street to West 37th Street in the Borough of Brooklyn, City of New York.

Case No. 2364.  
Discontinuance Order  
July 3, 1919

Hearings having been had by and before the Commission in the above-entitled matter on April 18, May 26, June 3 and June 16, 1919, A. M. Williams, M. S. Hoffman and J. J. Dempsey appearing for the South Brooklyn Railway Company,

J. A. Guider, Commissioner of Public Works, appearing for the President of the Borough of Brooklyn and E. M. Deegan, Assistant Counsel to the Commission, attending; and testimony having been taken and it appearing that pursuant to an understanding spread upon the minutes of the hearing in this case the said South Brooklyn Railway Company has placed flagmen at the Warehouse Avenue, West 30th Street and West 31st Street crossings on its Norton's Point Line from 7 A. M. to 11 P. M., each day of the week, besides continuing to maintain a flagman at the West 17th Street crossing; has reduced the speed of its trains on that line so that the average speed does not exceed ten (10) miles an hour; has installed planking at the West 20th Street, West 21st Street, West 29th Street and the West 33rd Street crossings and has repaired the planking at the Warehouse Avenue and the West 32d Street crossings; has moved the station from West 35th Street to West 32d Street; and has agreed to install at the West 16th Street, the West 19th Street, the West 20th Street, the West 21st Street, the West 24th Street, the West 25th Street, the West 27th Street, the West 29th Street, the West 35th Street and the West 36th Street crossings a suitable sign directing the public to use the nearest protected crossings; and the Commission being of the opinion that in view of the steps taken and to be taken in order to safeguard operation and improve conditions on said Norton's Point line, this proceeding should be discontinued, it is

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued without prejudice to the reopening thereof or to the institution of any other or further proceeding with respect to any of the matters involved herein.

### **Railroad Corporations — Warning signs at crossings, pursuant to provisions of Section 53-a of the Railroad Law**

Case No. 2488,  
Hearing Order

This proceeding was begun upon motion of the Commission to inquire into such facts and conditions and to make such determination or determinations as were necessary to insure and promote compliance with the terms, requirements and provisions of Section 53-a of the Railroad Law. On December 5, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in the matter on December 15, 1919. At the close of the year this case was pending.

### **Interborough Rapid Transit Company — Preventive precautions in respect to fires and short circuits in Manhattan-Bronx Rapid Transit Railroad**

Case No. 1902,  
Denial Order

On September 2, 1919, the Commission in this case made the following order:

#### **IN THE MATTER OF THE**

Hearing on motion of the COMMISSION on the matter of improvements and additions to the regulations, practices, appliances and service of INTERBOROUGH RAPID TRANSIT COMPANY.

Preventive precautions in respect of fires and short circuits in Manhattan-Bronx Rapid Transit Railroad.

Case No. 1902,  
Order Denying Application  
for Extension of Time  
September 2, 1919

Hearings having been duly had in the above-entitled proceeding and the Commission having on April 6, 1915, made an order directing the Interborough Rapid Transit Company to make certain improvements in the Manhattan-Bronx and the Brooklyn-Manhattan Rapid Transit Railroads, and the installation and completion of such improvements having been delayed on account of the difficulty of obtaining labor and materials due to war conditions, the company having heretofore applied for and been granted certain extensions of time within which to comply with the provisions of the said order and to install and complete the improvements therein required to be made because of said conditions, and the Interborough Rapid Transit Company, by T. P. Shonts, its president, having made application in writing dated March 20, 1919, for an indefinite extension of the time within which to install and complete the improvements as directed and required by the said order of the Commission, and the Commission having duly considered the said application and the matters therein set forth, and being of opinion that no sufficient reason has been made to appear for granting the extension of the time for completing the improvements required by its said order; it is

*Ordered*, That the said application be and it is hereby denied.

**Staten Island Midland Railway Company and Richmond Light and Railroad Company — Fenders and Wheelguards**

Case No. 1049,  
Suspension Order

On November 12, 1919, the Commission in this case made the following order:

**IN THE MATTER  
OF THE**

Hearing on motion of the COMMISSION on the question of improvement in and addition to the service and equipment of the STATEN ISLAND MIDLAND RAILWAY COMPANY, and RICHMOND LIGHT AND RAILROAD COMPANY, in respect to fenders and wheel-guards and safety devices used in connection therewith on surface cars operated in the Borough of Richmond, City of New York.

Case No. 1049,  
Order Suspending in Certain Respects the Order of April 27, 1909, as Modified by Order of December 5, 1918  
November 12, 1919

An order having been made in this case on the 27th day of April, 1909, which as modified by order made on December 5, 1918, directs among other things that the companies above named equip all their cars in service, except those operated by animal power, with a fender and wheel guard at each end of the car, and the Richmond Light and Railroad Company having made application by letter dated October 24, 1919, asking permission to discontinue the use of wheel-guards, and to equip the car on its Bulls Head Line from Port Richmond, with snow scrapers instead of life guards, and due consideration having been had thereon, it is

*Ordered*, That the operation of the order in this case be suspended in so far as to permit the Richmond Light and Railroad Company to operate its car, which runs between Bulls Head and Port Richmond without wheel-guards during the months of December, January, February and March in each year.

(For the order of April 27, 1909, and the modifying order of December 5, 1918, see Volume II, Annual Report of the Commission for 1909, page 208, and Volume I, Annual Report of the Commission for 1918, page 606, respectively.)

**STATIONS AND STATION PLATFORMS**

**New York Consolidated Railroad Company — Lack of guards on Eastern Parkway station on Fulton Street Elevated line**

Case No. 1691,  
Abrogating Order

This proceeding was begun on the motion of the Commission in 1913, concerning the regulations, practices and service of the New York Consolidated Railroad Company as to the lack of attendants or guards at the Eastern Parkway station of the Fulton Street elevated line (see Volume I, Annual Report of the Commission for 1913, page 624).

On January 7, 1919, the Commission in this case adopted the following order:

**IN THE MATTER  
OF THE**

Hearing on the motion of the COMMISSION concerning regulations, practices and service of the NEW YORK CONSOLIDATED RAILROAD COMPANY

Case No. 1691,  
Abrogating Order  
January 7, 1919

Lack of attendants or guards at the Eastern Parkway station of the Fulton Street Elevated line

A final order having been made in the above-entitled proceeding on July 1, 1913, directing the New York Consolidated Railroad Company to employ and maintain one or more platform men on the station platform at the Eastern Parkway station on the Fulton Street Elevated line between 7:30 P. M. of each day and 6:30 A. M. of the following day during the entire year for the purpose of preserving order and protecting passengers on said platform and assisting passengers in the board-



ing and alighting from trains at said station, and also to continue to employ and maintain platform men on said platform during the morning and evening rush hours during the entire year, and it now appearing that said Eastern Parkway station has been abandoned and that the platform man previously on duty at said station has been assigned to said company's Atlantic Avenue station and the Commission being of the opinion that under the circumstances the order of July 1, 1913, should be abrogated, it is

*Ordered*, That said order of July 1, 1913, be and the same hereby is in all respects abrogated.

*Further ordered*, That this order shall take effect immediately.

### **Long Island Railroad Company — Station approach to Jamaica station**

Case No. 1754,  
Extension Order

Application in writing dated January 8, 1919, having been made by the Long Island Railroad Company for a further extension of time within which to complete the construction of a suitable approach to its Jamaica station pursuant to the order in this case adopted December 2, 1913, the Commission on January 23, 1919, issued an order (see blank form of extension order, page 155) granting an extension to January 11, 1919, provided that the company maintained at the said station a suitable approach substantially the same as that then in use, and provided further that the company should properly flag each engine, car or train movement over the tracks crossing Foley avenue near its intersection with Archer place. The order was to take effect *nunc pro tunc* as of January 11, 1919.

(For the order of December 2, 1913, see Volume I, Annual Report of the Commission for 1913, page 522.)

### **Interborough Rapid Transit Company and The Long Island Railroad Company — Stations at Atlantic Avenue**

Case No. 2362,  
Hearing Resolution

This proceeding was begun upon motion of the Commission to inquire and determine whether any repairs, improvements, etc., in and to their stations at Atlantic Avenue, should be required of the Interborough Rapid Transit Company or the Long Island Railroad Company.

On March 15, 1919, the Commission adopted a resolution (see blank form of hearing resolution, page 157) directing that a hearing be had in this matter on March 19, 1919. A hearing was held on that date and adjourned dates. On June 16, 1919, the hearings were closed. At the end of the year no order had been entered in this case.

### **New York Municipal Railway Corporation and The New York Consolidated Railroad Company — Repairs improvements, etc., to Flatbush Avenue Station, Fulton Street Elevated line**

Case No. 2363,  
Hearing Resolution  
Order  
Extension Orders  
Order for Rehearing  
Suspension Orders

This proceeding was begun upon motion of the Commission to inquire and determine whether any repairs, improvements, changes or additions, in and to the Flatbush Avenue Station of the Fulton Street Elevated Line of the New York Consolidated Railroad Company ought reasonably to be provided.

On March 15, 1919, the Commission adopted a resolution (see blank form of hearing resolution, page 157) directing that a hearing be had in this matter on March 19, 1919.

On April 2, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on the motion of the Commission upon the question of repairs, improvements, changes and additions in and to the Flatbush Avenue station of the FULTON STREET ELEVATED LINE in the Borough of Brooklyn, City of New York

Case No. 2363,  
Order  
April 2, 1919

A hearing having been duly had by and before the Commission in the above-entitled matter on March 19 and March 24, 1919; the the Commission having determined after the proceedings on said hearing that a new mezzanine platform and new stairways and other appurtenances should be constructed at and under the Flatbush Avenue station on the Fulton Street Elevated line, in the Borough of Brooklyn, City of New York, in the manner hereinafter provided, in order to promote the security and convenience of the public and in order to secure adequate facilities for the transportation of passengers on said lines; and the Commission being of the opinion that it would be reasonable to require that such additional mezzanine platform and stairways and other appurtenances shall be constructed and put in operation within the time hereinafter specified; and it appearing that said line of railroad is owned by the New York Municipal Railway Corporation and operated by the New York Consolidated Railroad Company and Lindley M. Garrison, its Receiver;

Ordered,

(1) That said New York Municipal Railway Corporation and said New York Consolidated Railroad Company and Lindley M. Garrison, its Receiver, be and they hereby are directed and required to construct, erect and provide for use at the Flatbush Avenue station on their Fulton Street Elevated line in the Borough of Brooklyn, City of New York, a new mezzanine platform at and under the easterly end of the station platform at said station, with the necessary stairways and other appurtenances for entrance to and exit from said station platform via said mezzanine platform, including at least two new stairways from said mezzanine platform to the street level.

(2) That said mezzanine platform, stairways and other appurtenances shall be constructed only in accordance with plans and specifications approved by this Commission, and not later than the 9th day of April, 1919, said companies and said Receiver shall submit to the Commission for its approval, plans and specifications showing the proposed location and details of said new mezzanine platform, stairways and other appurtenances.

(3) That after the completion of said new mezzanine platform, stairways and other appurtenances said companies and said Receiver shall notify the Commission of such completion and shall submit said work to the Commission for its final formal approval.

(4) That said companies and said Receiver shall complete the construction of said new mezzanine platform, stairways and other appurtenances and put same in operation not later than the 1st day of June, 1919.

(5) That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of the Commission.

(6) That said New York Municipal Railway Corporation and said New York Consolidated Railroad Company and Lindley M. Garrison, its Receiver, shall notify this Commission in writing not later than April 9, 1919, whether the terms of this order are accepted and will be obeyed.

Application in writing dated April 9, 1919, having been made by J. J. Dempsey, Traffic Manager for Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company, for an extension of time within which to notify the Commission whether the terms of the order of April 2, 1919, above would be accepted or obeyed and to file plans pursuant thereto, the Commission on April 10, 1919, issued an order (see blank form of extension order, page 155) granting an extension to and including April 14, 1919.

Application in writing dated April 12, 1919, having been made by Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company and the New York Municipal Railway Corporation, for an extension of time within which to file plans pursuant to the order of April 2, 1919, above, the Commission on April 17, 1919, issued an order (see blank form of extension order, page 155) granting an extension to and including April 30, 1919. The order took effect *nunc pro tunc* as of April 15, 1919.

A communication, dated May 12, 1919, from J. J. Dempsey, Traffic Manager for Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company, having been received by the Commission requesting a rehearing in this case, the Commission on May 20, 1919, made an order (see blank form of rehearing order, page 157) directing that a rehearing be had in this matter on May 26, 1919.

On May 28, 1919, the Commission issued the following order in this case:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION upon the question of repairs, improvements, changes and additions in and to the Flatbush Avenue station of the FULTON STREET ELEVATED LINE in the Borough of Brooklyn, City of New York

Case No. 2363,  
Suspension Order  
May 28, 1919

An order having been made herein on April 2, 1919, requiring the construction of an additional mezzanine platform and stairways and other appurtenances at the Flatbush Avenue station of the Fulton Street Elevated line as more fully set forth in said order; and the Commission having received a communication dated May 12, 1919, from Mr. John J. Dempsey, Traffic Manager for Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company, requesting a rehearing in respect of the matters determined in and by said order of April 2, 1919, to the end that said order be abrogated; and a rehearing having been duly had; and the Commission being of the opinion after said rehearing that said order of April 2, 1919, should not be abrogated but should be suspended as hereinafter provided:

*Ordered,*

(1) That said order of April 2, 1919, be and the same hereby is suspended for and during the period of six months from and after the date of this order, to and including November 27, 1919;

(2) That on the 13th day of November, 1919, at 2:30 o'clock in the afternoon a further hearing will be had herein for the purpose of determining whether a further suspension of said order will be made or whether the said order shall be abrogated, changed or modified, such hearing to be had at the rooms of the Commission, No. 49 Lafayette Street, Borough of Manhattan, New York City;

(3) That this order is without prejudice to the right of the Commission at any time after the date of this order, either in this proceeding or in a new proceeding, to institute hearings concerning the facilities at said Flatbush Avenue station, with a view to taking such action in regard thereto as the facts may justify.

On November 28, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION upon the question of repairs, improvements, changes and additions, in and to the Flatbush Avenue station of the FULTON STREET ELEVATED LINE in the Borough of Brooklyn, City of New York

Case No. 2363,  
Suspension Order  
November 28, 1919

An order having been made herein on April 2, 1919, requiring the construction of an additional mezzanine platform and stairways and other appurtenances at the Flatbush Avenue station of the Fulton Street Elevated line as more fully set forth in said order; and the Commission having received a communication dated May 12, 1919, from Mr. John J. Dempsey, Traffic Manager for Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company, requesting a rehearing in respect of the matters determined in and by said order of April 2, 1919, to the end that said order be abrogated; and a rehearing having been duly had; and the Commission having been of the opinion after said rehearing that said order of April 2, 1919, should not be abrogated, but should be suspended; and the Commission having on May 28, 1919, made and served an order suspending said order on April 2, 1919, for and during the period of six months from and after May 28, 1919, to and including November 27, 1919, and directing that in the meantime a further hearing be had for the purpose of determining whether a further suspension of said order should be made or whether said order should be abrogated, changed or modified; and such further hearing having been had; and the Commission being of the opinion after such further hearing that said order of April 2, 1919, should not be changed, or abrogated, but should be further suspended as hereinafter provided.

*Ordered,*

(1) That said order of April 2, 1919, which has been heretofore suspended from May 28, 1919, to and including November 27, 1919, be and the same hereby is further suspended for and during the period of three months from and after the date of this order, to and including February 28, 1920.

(2) That on the 19th day of February, 1920, at 10:30 o'clock in the forenoon, a further hearing will be had herein for the purpose of determining whether a further suspension of said order will be made, or whether the said order shall be abrogated, changed, or modified, such hearing to be had at the rooms of the Commission, No. 49 Lafayette Street, Borough of Manhattan, New York City.

(3) That this order is without prejudice to the right of the Commission at any time after the date of this order, either in this proceeding or in a new proceeding to institute hearings concerning the facilities at said Flatbush Avenue station, with a view to taking such action in regard thereto as the facts may justify.

### The Long Island Railroad Company—Establishment of a station stop

Case No. 2366,  
Resolution for Hearing  
Order  
Extension Orders  
Memorandum  
Denial Order

This proceeding was begun upon motion of the Commission to inquire and determine whether the Long Island Railroad Company should be directed to establish a station stop on its Rockaway Division at Hamilton-on-the-Bay in the Borough of Queens, City of New York.

On April 2, 1919, the Commission directed (see blank form of hearing resolution, page 157) that a hearing be had in this matter on April 10, 1919.

On April 24, 1919, the Commission in this case adopted the following order:

#### IN THE MATTER

#### OF THE

Hearing on the motion of the COMMISSION with regard to the establishment of a Station Stop at Hamilton-on-the-Bay on the Rockaway Beach Division of THE LONG ISLAND RAILROAD COMPANY.

Case No. 2366,  
Final Order  
April 24, 1919

A hearing having been duly had in the above-entitled matter on April 10, 1919, before Hon. Travis H. Whitney and Hon. F. J. H. Kracke, Commissioners, L. J. Carruthers, appearing for The Long Island Railroad Company and for Ralph Peters, Federal Manager of The Long Island Railroad, J. C. A. Huber appearing for the Taxpayers' Association of Hamilton-on-the-Bay, Inc., and E. M. Deegan, Assistant to the Counsel to the Commission attending, and testimony having been taken and the Commission being of the opinion after said hearing that a station stop with suitable cinder platforms and an overhead foot-bridge or passageway ought reasonably to be provided by The Long Island Railroad Company at Hamilton-on-the-Bay on its Rockaway Beach Division in order to secure adequate service and facilities for the transportation of passengers on said railroad; and it appearing from the petition of the Taxpayers' Association of Hamilton-on-the-Bay, Inc., to the Commission requesting the consideration of an accommodating station stop and from statements made by its representatives at the hearing herein that said association offers to contribute toward the cost of constructing said cinder platforms and overhead bridge, and by communication, dated April 22, 1919, to the Commission from said association by J. C. A. Huber, its President, that said association will contribute the sum of \$1000 towards the cost of constructing said overhead bridge and the sum of \$500 towards the cost of constructing said cinder platforms, that said amount of \$1500 shall be deposited with the Commission or a bond shall be filed as security for the payment of said amount if the Commission decides to grant the facilities prayed for, and that the payment of said \$1500 will be made to The Long Island Railroad Company upon the completion of the work in a manner satisfactory to the Commission, and the Commission being of the opinion that the aforesaid offer to contribute toward the cost of constructing said overhead bridge and cinder platforms is not unreasonable and improper and that it is advisable that said association should file a bond with The Long Island Railroad Company as security for the payment by said association to said company of said amount of \$1500 which should be paid to said company within ten (10) days after notice from the Commission to said association that the work of constructing said overhead bridge and cinder platforms has been performed in a manner satisfactory to the Commission, it is

#### Ordered,

(1) That The Long Island Railroad Company be and it hereby is directed to establish, construct, provide and maintain on its Rockaway Beach Division a station stop to be located at a point at or near the signal bridge at Hamilton-on-the-Bay and at a point approximately .65 of a mile south of its Howard Beach Station with suitable east and west side cinder platforms of at least 200 feet long and a safe and adequate overhead foot bridge or passageway connecting said cinder platforms.

(2) That said The Long Island Railroad Company shall construct, provide, maintain and put in use said station stop with cinder platforms and overhead bridge as aforesaid not later than June 15, 1919.

(3) That as soon as the work of constructing said cinder platforms and overhead bridge shall be completed and not later than June 15, 1919, said The Long Island

# 350 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Railroad Company shall stop at said station stop at or about the times stated below for the purpose of taking on and discharging passengers the following trains now operating on said division as shown on its timetable No. 88 or if said trains, or any of them, should be discontinued on or after said date, to furnish the equivalent service during the hours covered by said trains:

## WEEKDAY SERVICE

### Train No.

1303  
1309  
1330  
1319  
1331  
1341  
1351  
1357  
1165  
1377  
1389  
1101

## WESTBOUND

### About

6:08 A. M.  
7:00 A. M.  
7:41 A. M.  
8:13 A. M.  
11:14 A. M.  
2:28 P. M.  
4:17 P. M.  
5:25 P. M.  
7:01 P. M.  
9:32 P. M.  
11:16 P. M.  
12:25 A. M.

## WEEKDAY SERVICE

### Train No.

1102  
1106  
1314  
1324  
1336  
1352  
1366  
1372  
1380  
1388  
1396

## EASTBOUND

### About

1:58 A. M.  
6:59 A. M.  
8:26 A. M.  
11:44 A. M.  
1:48 P. M.  
4:11 P. M.  
5:43 P. M.  
6:14 P. M.  
7:29 P. M.  
9:45 P. M.  
12:20 P. M.

## SATURDAYS ONLY

### Train No.

1120

## EASTBOUND

### About

12:59 P. M.

## SUNDAY SERVICE

### Train No.

3101  
3297  
3301  
3315  
3331  
3343  
3349  
3359  
3366  
3381  
3183  
3397

## WESTBOUND

### About

12:25 A. M.  
8:21 A. M.  
9:25 A. M.  
11:27 A. M.  
1:37 A. M.  
3:14 A. M.  
4:34 A. M.  
5:51 A. M.  
6:45 A. M.  
8:47 A. M.  
9:54 A. M.  
11:17 A. M.

## SUNDAY SERVICE

### Train No.

3104  
3292  
3302  
3318  
3328  
3340  
3348  
3358  
3374  
3382  
3392  
3398

## EASTBOUND

### About

7:19 A. M.  
7:30 A. M.  
9:40 A. M.  
11:40 A. M.  
1:05 P. M.  
2:41 P. M.  
3:40 P. M.  
5:34 P. M.  
7:44 P. M.  
8:50 P. M.  
10:25 P. M.  
12:19 P. M.

(4) That this order shall take effect immediately and remain in force until changed or abrogated by further order of the Commission.

(5) That a certified copy of this order be served upon The Long Island Railroad Company, Walker D. Hines, Director General of Railroads, and Ralph Peters, Federal Manager of The Long Island Railroad Company, and that The Long Island Railroad Company shall notify the Commission in writing within ten (10) days after service of a certified copy of this order upon it whether the terms of this order are accepted and will be obeyed.

Application in writing, dated April 28, 1919, having been made by The Long Island Railroad Company for an extension of time within which to notify the Commission if the above order was accepted and would be obeyed, the Commission on May 3, 1919, issued an order (see blank form of extension order, page 155) granting an extension to May 15, 1919.

Application in writing dated May 13, 1919, having been made by the company for a further extension of time within which to notify the Commission if the order of April 24, 1919, would be accepted and obeyed, the Commission on May 15, 1919, issued an order (see blank form of extension order, page 155) again granting an extension to May 22, 1919.

By petition, dated and verified May 22, 1919, Ralph Peters, Federal Manager of the Long Island Railroad Company, made application for a rehearing in this matter. On June 27, 1919, Commissioner Nixon filed a memorandum (10 P. S. C. R. [1st Dist. N. Y.] 91), stating that the application for a rehearing should be denied, and pursuant thereto the Commission issued an order denying said application as follows:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION with regard to the establishment of a Station Stop at Hamilton-on-the-Bay on the Rockaway Beach Division of THE LONG ISLAND RAILROAD COMPANY.

Case No. 2866,  
Denial Order  
June 27, 1919

An order having been made in the above-entitled matter on April 24, 1919, directing The Long Island Railroad Company, among other things, to establish and maintain not later than June 15, 1919, a station stop at or near the signal bridge at Hamilton-on-the-Bay on its Rockaway Beach Division; and by petition, dated and verified May 22, 1919, Ralph Peters, Federal Manager of the Long Island Railroad, having made application for a rehearing herein, and, in the judgment of the Commission, sufficient reason therefor not having been made to appear, it is

*Ordered*, That said application for a rehearing be and the same hereby is denied.

The New York & Queens County Railway Company, The Long Island Electric Railway Company and The New York & Long Island Traction Company—  
Waiting-room at Jamaica

Case No. 2098,  
Discontinuance Order

This proceeding was begun upon motion of the Commission in 1916. (See Appendix A to Volume I, Annual Report of the Commission for 1916, page 217.)

On April 10, 1919, the Commission adopted the following order:

IN THE MATTER

OF THE

Hearing on motion of the COMMISSION on the question whether an order should be issued requiring THE NEW YORK & QUEENS COUNTY RAILWAY COMPANY, THE LONG ISLAND ELECTRIC RAILWAY COMPANY and THE NEW YORK & LONG ISLAND TRACTION COMPANY to maintain a waiting-room at Jamaica from May 1st to November 1st in each year

Case No. 2098,  
Order Discontinuing Proceeding  
April 10, 1919

Hearings having been duly held in this proceeding on May 15, May 22 and May 26, 1916, James L. Quackenbush by A. G. Peacock, of Counsel, appearing for The New York & Queens County Railway Company, The Long Island Electric Railway Company, and The New York & Long Island Traction Company, F. E. Brooke, Joseph Weis, E. H. Days and H. B. Salisbury appearing for the Hollis Civic Association, Edward H. Brush and J. A. Wiepert appearing for the Queens County Civic Association, John Adikes and Robert Higbie appearing for Jamaica Citizens' Association and Jamaica Chamber of Commerce, E. J. Crummey and H. M. Chamberlain, Assistant Counsel, attending for the Commission, and the Commission being of the opinion that the above-entitled case should be discontinued, it is

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued, without prejudice, to any new or further proceeding in regard to the subject-matter hereof.

**New York Consolidated Railroad Company, South Brooklyn Railway Company and Nassau Electric Railroad Company — Toilet facilities at elevated stations**

Case No. 2078,  
Discontinuing order

On April 29, 1919, the Commission in this case adopted the following order:

**IN THE MATTER**

**OF THE**

Hearing on motion of the COMMISSION as to adequacy of toilet facilities on elevated stations on the lines of NEW YORK CONSOLIDATED RAILROAD COMPANY, SOUTH BROOKLYN RAILWAY COMPANY and NASSAU ELECTRIC RAILROAD COMPANY

Case No. 2078,  
Order Discontinuing  
Proceeding  
April 29, 1919

Hearings having been duly had in the above-entitled proceeding on April 3, 1918, and on adjourned dates thereafter, and access having been provided, upon the recommendation of the Commission, to toilet facilities upon lines not reconstructed, and such facilities having been installed at all stations upon reconstructed and newly constructed lines, and the Commission being of the opinion that no order herein is necessary at this time, it is

*Ordered*, That the above-entitled proceeding be and it is hereby discontinued without prejudice to such other or further proceeding as may hereafter be necessary with respect to the subject-matter hereof.

**The New York, New Haven and Hartford Railroad Company — Complaint of Henry Nordheim regarding conditions at Morris Park Station**

Case No. 2249,  
Discontinuance Order

On May 3, 1919, the Commission in this case adopted the following order:

**IN THE MATTER**

**OF THE**

Complaint of HENRY NORDHEIM against THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY in respect of conditions at Morris Park Station

Case No. 2249,  
Discontinuance Order  
May 3, 1919

A hearing having been duly had by and before the Commission in the above-entitled matter on October 15, October 22 and October 29, 1917, Henry Nordheim, complainant, appearing in person, and Charles M. Sheafe, Jr., attorney, by J. W. Carpenter, of Counsel, appearing for The New York, New Haven and Hartford Railroad Company, defendant; and said hearing having been had upon the question whether additional facilities should be provided for entrance to and exit from said company's Morris Park Station, in the Borough of The Bronx, City of New York; and it appearing that said Morris Park Station is located on the northerly side of the railroad tracks, and that passengers approaching said station from the south are obliged to cross the tracks at grade in order to enter the station; and said company having proposed that the conditions complained of be remedied by the construction of foot-bridges across the tracks at Home and Lurting Avenues, and having agreed to construct such foot-bridges; and the Commission being of the opinion that, in view of such stipulation, the present proceeding should be discontinued, as hereinafter provided.

*Ordered*, That the above-entitled proceeding be and the same hereby is discontinued, but without prejudice to a reopening of the same in case said foot-bridges are not constructed within a reasonable time.

**Staten Island Rapid Transit Railway Company—Sanitary facilities at Clifton Station**Case No. 2316,  
Discontinuance Order

On May 3, 1919, the Commission in this case adopted the following order:

**IN THE MATTER****OF THE**

Hearing on the motion of the Commission relative to the installation of additions to or changes or improvements in the sanitary facilities at the Clifton station of the STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Case No. 2316,  
Discontinuance Order  
May 3, 1919

A hearing having been duly had by and before the Commission in the above-entitled matter on September 6, 1918, George J. Brown appearing for the Staten Island Rapid Transit Railway Company, and J. H. Goetz, Assistant Counsel to the Commission, attending, and the Commission being of the opinion that no directory order should be made herein at the present time, it is

*Ordered*, That the above-entitled proceeding be and the same is hereby discontinued without prejudice to a reopening thereof or the institution of any other or further proceeding with respect to the subject-matter of this proceeding.

**New York Consolidated Railroad Company—Construction of new station on Myrtle Avenue Elevated Line at Cumberland Street and Myrtle Avenue**Case No. 1781,  
Extension Orders

Application having been made by the New York Consolidated Railroad Company, by communication dated May 15, 1919, for a further extension of time within which to comply with the terms of the order adopted December 31, 1913 (as further extended by the order of November 30, 1917), directing said company to construct a new station, together with the necessary facilities and appurtenances thereto on its Myrtle Avenue elevated line at Myrtle Avenue and Cumberland Street and put same in operation, the Commission on May 28, 1919, issued an order (see blank form of extension order, page 155) granting the company an extension to November 30, 1919. (For the order of December 31, 1913, see Volume I, Annual Report of the Commission for 1913, page 527.)

Application again having been made by the New York Consolidated Railroad Company by communication dated November 12, 1919, for a further extension of time within which to comply with the terms of the order of December 31, 1913, as extended as aforesaid, directing the company to construct a new station, etc., at Myrtle Avenue and Cumberland Street, the Commission on November 25, 1919, made an order (see blank form of extension order, page 155) granting the company an extension of time to May 30, 1920, within which to complete the construction of the station in question.

**Long Island Railroad Company—Additional station and shelter facilities at Woodside station**Case No. 2383,  
Hearing Order

This proceeding was begun upon motion of the Commission to inquire and determine whether the station and shelter facilities at the Woodside station of the Long Island Railroad Company were unsafe, improper or inadequate. On June 20, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in this matter on June 30, 1919. Hearings were held on June 30, July 28, August 11 and August 25, 1919, on which last-named date hearings were adjourned subject to the call of the Commission. At the close of the year no further order had been entered in this proceeding.



**Interborough Rapid Transit Company—Adequacy of station and shelter facilities at Woodside Station, Borough of Queens**

Case No. 2391,  
Hearing Order

This proceeding was begun upon motion of the Commission to inquire and determine whether the station and shelter facilities at the Woodside station of the Interborough Rapid Transit Company were unsafe, improper and inadequate.

On July 3, 1919, the Commission made an order (see blank form of hearing order, page 157) directing that a hearing be had in this matter on July 14, 1919. Hearings were held in this case but no further order had been entered at the close of the year.

**New York Consolidated Railroad Company—Application to change name of station known as "Consumers' Park" on its Brighton Beach line to "Botanic Garden"**

Case No. 2445,  
Hearing Order with Notice  
Approval Order

This proceeding was begun upon the application of the New York Consolidated Railroad Company by letter dated December 18, 1919, for permission to change the name of its station known as "Consumers' Park" on its Brighton Beach line, in the Borough of Brooklyn, New York City, to "Botanic Garden".

On December 19, 1919, the Commission made an order (see blank form of hearing order with notice, page 156) directing that a hearing be had in this matter on December 30, 1919.

On December 30, 1919, the Commission made the following order in this case:

IN THE MATTER  
OF THE

Application of the NEW YORK CONSOLIDATED RAILROAD COMPANY for the consent and approval of the Commission to change the name of the station known as "CONSUMERS' PARK" on its BRIGHTON BEACH LINE in the Borough of Brooklyn, City of New York, to "BOTANIC GARDEN".

Case No. 2445,  
Order  
Special Permission No. 649  
December 30, 1919

The New York Consolidated Railroad Company by Lindley M. Garrison, its Receiver, by letter, dated December 18, 1919, having made application for permission to change the name of its station known as "Consumers' Park" on its Brighton Beach line in the Borough of Brooklyn, City and State of New York, to "Botanic Garden" and the Commission having directed that a hearing be had on said application and that the said New York Consolidated Railroad Company give due notice of such hearing by posting notices thereof in its said "Consumers' Park station" for at least three days prior to the date of such hearing and due proof of the posting of such notices having been made and a hearing on said application having been duly had by and before the Commission on this thirtieth day of December, 1919, Honorable Alfred M. Barrett, Deputy Commissioner presiding; Terence Farley, Counsel, appearing for the Commission, and M. B. Hoffman, Esq., appearing for Honorable Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company, and for said company, no opposition having been made, and it appearing that the proposed change of name of said station is desired by the said company and by the Brooklyn Institute of Arts and Sciences, and the Commission, after due consideration, being of the opinion that said application should be granted, it is

*Ordered*, That the Commission do and it hereby does consent to and approve of the change of name of the station heretofore known as "Consumers' Park" on the Brighton Beach line of the New York Consolidated Railroad Company to "Botanic Garden."

*Further ordered*, That this order shall take effect immediately upon the filing, printing and publication, as provided by law, by said Lindley M. Garrison, Receiver, or by the said New York Consolidated Railroad Company of new, supplemental, or amendatory local and joint passenger tariffs embodying and setting forth therein the changed name of station hereby consented to and approved. Permission is hereby granted to put such new, supplemental, or amended local and joint passenger tariffs into effect forthwith.

## TRACKS AND SWITCHES

**Union Railway Company of New York City — Complaint of Henry Bruckner, President of the Borough of The Bronx, as to the improvement of railroad tracks and road-beds on Sedgwick Avenue and other streets**

Case No. 2343.  
Denial Order  
Extension Orders

This proceeding was begun in 1918, upon complaint of the Honorable Henry Bruckner, President of the Borough of The Bronx. (See Volume I, Annual Report of the Commission for 1918, page 678.)

On January 23, 1919, the Commission adopted the following order:

IN THE MATTER  
OF  
HENRY BRUCKNER, President of the Borough of The  
Bronx,  
Complainant  
*against*  
UNION RAILWAY COMPANY OF NEW YORK CITY,  
Defendant  
Improvement in grade of railroad tracks and road-  
bed on Sedgwick Avenue and other streets

Case No. 2343.  
Order Denying Application  
for Rehearing, without  
Prejudice  
January 23, 1919

An order having been duly made in this proceeding on December 31, 1918, directing the Union Railway Company of New York City to adjust its tracks and road-bed on certain portions of Sedgwick Avenue and Bailey Avenue in the Borough of The Bronx to the legal grade of the streets in question, such work to be commenced not later than January 21, 1919, and to be completed not later than April 1, 1919, and the Union Railway Company of New York City having, by petition verified January 8, 1919, made application for a rehearing in respect to the said order and the complaint herein; and, in the judgment of the Commission, sufficient reason for the granting of such rehearing not having been made to appear, but, upon a meritorious application, the time for commencing or completing the work required by the said order should be extended, it is

*Ordered*, That the said application for a rehearing be and the same hereby is denied, without prejudice to a further application for an extension of the time of the Union Railway Company of New York City within which to commence or complete the work required by the said order.

Application having been made by A. T. Davison, General Attorney for the Union Railway Company of New York City, for an extension of time within which to commence such work as required by the order of this Commission, entered in this case on December 31, 1918, the Acting Chairman of the Commission on January 22, 1919, made an order: (see blank form of extension order, page 155) granting an extension to and including January 31, 1919, which was approved by the Commission on January 23, 1919.

On February 4, 1919, the Commission adopted the following order:

IN THE MATTER  
OF  
HENRY BRUCKNER, President of the Borough of The  
Bronx,  
Complainant  
*against*  
UNION RAILWAY COMPANY OF NEW YORK CITY,  
Defendant  
Improvement in grade of railroad tracks and road-  
bed on Sedgwick Avenue and other streets

Case No. 2343.  
Order Extending Time for  
Compliance with Order  
of December 31, 1918  
February 4, 1919

An order having been duly made in this proceeding on December 31, 1918, directing the Union Railway Company of New York City to adjust its tracks and road-

bed on certain portions of Sedgwick Avenue and Bailey Avenue in the Borough of The Bronx to the legal grade of the streets mentioned, such work to be commenced not later than January 21, 1919, and to be completed not later than April 1, 1919, and the time for commencing such work having, by an order duly made herein on January 21, 1919, been duly extended to January 31, 1919; and the Union Railway Company of New York City having, by a communication dated January 29, 1919, asked that the time for the commencing of such work be extended to April 1, 1919, and that the time for completing the same be extended to June 1, 1919, and the President of the Borough of The Bronx, the complainant herein, having, by a communication dated January 31, 1919, advised the Commission that he had no objections to the granting of said application and extending the time for commencing such work to April 1, 1919, and in the opinion of the Commission sufficient reason for the granting of the said application having been made to appear, it is

*Ordered*, That the time within which the Union Railway Company of New York City is required by the said order of December 31, 1918, to commence the work therein described be and the same hereby is extended to not later than April 1, 1919, and the time for completing such work be and the same hereby is extended to not later than June 1, 1919.

*Further ordered*, That this order shall take effect immediately and shall continue in force until changed or abrogated by further order of this Commission.

*Further ordered*, That within seven (7) days of the service of a copy of this order the Union Railway Company of New York City shall notify the Commission in writing whether the terms of the said order of December 31, 1918, as amended by this order are accepted and will be obeyed.

### Third Avenue Railway Company—Repair of tracks on Amsterdam Avenue between Manhattan Street and Fort George Avenue

Case No. 2114,  
Extension Orders

On April 24, 1919, the Commission in this case adopted the following order:

#### IN THE MATTER OF THE

Hearing on the motion of the COMMISSION to determine whether an order should be made requiring the THIRD AVENUE RAILWAY COMPANY to rebuild, repair or alter its tracks or rails on Amsterdam Avenue from Manhattan Street to the terminal loop at Fort George Avenue and Audubon Avenue

Case No. 2114,  
Extension Order  
April 24, 1919

An order having been made herein on August 8, 1916, requiring the Third Avenue Railway Company to rebuild with new rails all of its tracks on certain portions of Amsterdam Avenue between Manhattan Street and the terminal loop at Fort George Avenue and Audubon Avenue; and said order having been amended by orders dated, respectively, September 6, 1916, December 27, 1916, July 25, 1917, and September 17, 1918; and it being provided in and by said order, as amended, that the work of rebuilding the tracks on those portions of Amsterdam Avenue that are covered by said order, as amended, should be completed not later than October 1, 1919; and said company having made application to the Commission by letter, dated March 20, 1919, for permission during the summer of 1919 to renew the tram rails on Broadway between 59th Street and 65th Street in lieu (temporarily) of a similar amount of work on those portions of Amsterdam Avenue that are covered by said order as amended; and the Commission being of the opinion that said application should be granted,

*Ordered*,

(1) That permission be and it hereby is granted to the Third Avenue Railway Company during the summer of 1919 to renew the tram rails between 59th Street and 65th Street in lieu (temporarily) of a similar amount of work on those parts of Amsterdam Avenue that are covered by said order of August 8, 1916, as amended, and the time within which said company shall complete such similar amount of work on Amsterdam Avenue be and the same hereby is extended to September 1, 1920.

(2) That said application is granted upon the conditions following and not otherwise, to wit:

(a) That the work of renewing both rails on Broadway between 59th Street and 65th Street will be commenced not later than July 1, 1919, and completed not later than September 1, 1919.

(b) That all the work required to be done on Amsterdam Avenue in and by said order of August 8, 1916, as amended, will be completed not later than October 1, 1919, as required by said order as amended, except as herein otherwise provided.

(c) That all the work on Amsterdam Avenue temporarily held in abeyance pursuant to Paragraph (1) hereof shall be commenced not later than July 1, 1920, and completed not later than September 1, 1920.

(3) That this order shall take effect upon the formal acceptance thereof by said Third Avenue Railway Company, and within ten (10) days after the date of this order said company shall notify the Commission in writing whether the terms and conditions of this order are accepted and will be obeyed.

Application in writing, dated September 23, 1919, having been made by the Third Avenue Railway Company for an extension of time to December 1, 1919, within which to comply with the requirements of Subdivisions (a) and (b) of Paragraph (2) of the above order, the Commission on October 3, 1919, made an order (see blank form of extension order, page 155) granting the desired extension. This order was to take effect *nunc pro tunc* as of September 1, 1919.

**Brooklyn City Railroad Company and The Brooklyn Heights Railroad Company — Road-bed and tracks on Nostrand Avenue between Flatbush Avenue and Eastern Parkway, Borough of Brooklyn**

Case No. 2164,  
Amendatory Orders

On August 12, 1919, the Commission in this case made the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the road-bed and tracks of the BROOKLYN CITY RAILROAD COMPANY and THE BROOKLYN HEIGHTS RAILROAD COMPANY on Nostrand Avenue between Flatbush Avenue and Eastern Parkway in the Borough of Brooklyn, City of New York

Case No. 2164,  
Second Amendatory Order  
August 12, 1919

An order having been made herein on January 10, 1917, directing that certain repairs and improvements to and changes in the tracks, rails and ties of the Brooklyn City Railroad Company and The Brooklyn Heights Railroad Company on Nostrand Avenue between Flatbush Avenue and Eastern Parkway in the Borough of Brooklyn, City of New York, be made by said companies, and directing also that certain changes be made in the rules and regulations of said The Brooklyn Heights Railroad Company in respect of the operation of cars in Nostrand Avenue between the points mentioned; and said order having been amended in certain respects by order dated January 17, 1917; and the Commission being now in receipt of a letter, dated July 11, 1919, from Mr. John J. Dempsey, Vice-President of The Brooklyn Heights Railroad Company, requesting that paragraph (4) of said order of January 10, 1917, as amended, be modified as hereinafter provided; and the Commission being of the opinion that said request should be granted;

*Ordered*, That paragraph (4) of said order of January 10, 1917, as amended be and the same hereby is further amended and modified so as to read as follows:

(4) That, pending the reconstruction of said railroad as provided in paragraph (1) hereof, cars shall be operated over the tracks in said street between Sterling Place and Eastern Parkway at a speed not to exceed ten miles per hour, and said The Brooklyn Heights Railroad Company shall make and enforce appropriate rules and regulations to that effect.

On August 26, 1919, the Commission made the following order:

IN THE MATTER

OF THE

Hearing on the motion of the COMMISSION concerning the road-bed and tracks of the BROOKLYN CITY RAILROAD COMPANY and THE BROOKLYN HEIGHTS RAILROAD COMPANY on Nostrand Avenue between Flatbush Avenue and Eastern Parkway in the Borough of Brooklyn, City of New York

Case No. 2164,  
Third Amendatory Order  
August 26, 1919

An order having been made herein on January 10, 1917, directing that certain repairs and improvements to and changes in the tracks, rails and ties of the Brooklyn City Railroad Company and The Brooklyn Heights Railroad Company on Nostrand Avenue between Flatbush Avenue and Eastern Parkway in the Borough

of Brooklyn, City of New York, be made by said companies, and directing also that certain changes be made in the rules and regulations of said The Brooklyn Heights Railroad Company in respect of the operation of cars in Nostrand Avenue between the points mentioned; and said order having been amended in certain respects by orders dated respectively January 17, 1917, and August 12, 1919; and the Commission being now in receipt of a letter dated August 18, 1919, from John J. Dempsey for Mr. Lindley M. Garrison, Receiver of The Brooklyn Heights Railroad Company, requesting that paragraph (4) of said order of January 10, 1917, as amended, be modified as hereinafter provided; and the Commission being of the opinion that said request should be granted;

*Ordered*, That paragraph (4) of said order of January 10, 1917, as amended be and the same hereby is further amended and modified so as to read as follows:

(4) That pending the reconstruction of said railroad as provided in paragraph (1) hereof cars shall be operated over the tracks in said street between Sterling Street and Eastern Parkway at a speed not to exceed ten miles per hour, and said The Brooklyn Heights Railroad Company shall make and enforce appropriate rules and regulations to that effect.

(For the order of January 10, 1917, see Appendix A to Volume I, Annual Report of the Commission for 1917, page 261.)

# INDEX TO LEGISLATIVE DOCUMENTS 1920

	Doc. No.
Adjutant-General, report .....	119
Agriculture, Division of, Department of Farms and Markets, report....	39
Agriculture, School of, Farmingdale, L. I., report on investigation.....	79
Albion, Western House of Refuge for Women, report.....	64
report and investigation of joint committee of Legislature.....	48
American Life Saving Society, report.....	102
American Scenic and Historic Preservation Society, report.....	117
American Society for Prevention of Cruelty to Animals, report.....	130
Americanization, address by Senator Cotillo.....	95
Animals, American Society for Prevention of Cruelty to, report.....	130
Appropriations, for promotion of better relations between workers and employers, message from Governor on.....	71
requests for, message from Governor transmitting statement.....	33
report of Budget committee on requests for.....	11
Architecture, Department of, report.....	105
Arsenal, State, in New York city, message from Governor on.....	69
Assembly, bills, supplemental index.....	139
committees, list .....	20
members, list .....	2
memorial of Bar Association on qualifications of certain members to retain their seats .....	30
proceedings of Judiciary committee on qualifications of certain mem- bers to retain their seats .....	35
Attorney-General, report .....	89
Automobile registration, fees, fines and penalties, statement of treasurer.	120
Automobiles, message from Governor on amending Highway law in rela- tion to .....	68
Aviation Commission, report .....	103
Bailey, Dr., report on adequate appropriations for State Hospitals.....	32
Banks, Superintendent of, report on banks of deposit and discount.....	4
on Savings and loan associations, Land banks, etc.....	5
on Savings banks, Trust companies, etc.....	6
Bar Association of the City of New York, memorial on qualifications of certain members of Assembly to retain their seats.....	30
Barges, <i>see</i> Freight carrying barges.	
Batavia, New York State School for the Blind, report.....	7
Bath, New York State Soldiers' and Sailors' Home, report.....	41
Battle, George Gordon, report on investigation of Department of Farms and Markets .....	62
Bedford Hills, New York State Reformatory for Women, report.....	9
Bills, Assembly, supplemental index.....	139
Senate, supplemental index.....	138
Blind, New York State Commission for, report.....	75
schools for, reports .....	7, 25
Boards, commissions and departments, <i>see specific names of.</i>	
Bridge and Tunnel Commission, report.....	60
Briggs, Dr., report on adequate appropriations for State Hospitals.....	32
Budget committee, report on requests for appropriations.....	11
Buffalo, Charity Organization Society, report.....	43
Canals, report of Comptroller relating to expenditures on.....	86
report relative to operation by U. S. Government of freight carrying barges on State canals.....	76
Charities, Fiscal Supervisor, report.....	115
Charities, State Board of, report.....	38
Charity Organization Society of the City of Buffalo, report.....	43
Children, New York Society for the Prevention of Cruelty to, report.....	123

	Doc. No.
Civil Service Commission, report.....	85
Commissions and departments, <i>see specific names of.</i>	
Committees of the Assembly, list.....	20
Committees of the Senate, list.....	19, 27
revised list .....	53
Commutations granted by Governor, statement of.....	73
Comptroller, State, report.....	10
report on expenditures on the canals.....	86
special report on municipal accounts.....	61
Conner, J. F., final report on investigation of Industrial Commission...	26
Conrad Poppenhusen Association, annual report.....	22
Conservation Commission, report.....	83
report relative to amendments to Conservation law.....	65
Conservation law, report of Conservation Commission relative to amend- ments to .....	65
Consolidated laws, supplement to statutory record.....	140
Cooper Union, report of trustees.....	58
Cornell University, State Veterinary College, report.....	8
Cotillo, Senator, address on Americanization.....	95
Craig Colony for Epileptics, report.....	15
Credit unions, report of Superintendent of Banks relative to.....	5
Crime, statistics of, report of Secretary of State.....	88
Crippled and deformed children, New York State Hospital for, report...	133
Deaf, institutions for, report.....	128
Deaf mutes, institutions for the instruction of.....	93, 122
Defectives, <i>see</i> Mental defectives.	
Departments, <i>see specific names of.</i>	
Diseases, malignant, <i>see</i> Malignant diseases.	
Drug Control Commission, <i>see</i> Narcotic Drug Control Commission.	
Education Department, message from Governor recommending that Mili- tary Training Commission be transferred to.....	55
report .....	112
Eighteen Mile Creek, report of State Engineer and Surveyor on exam- ination and survey of.....	66
Election law, message from Governor recommending increase in number of State Committeemen.....	54
Elections, State Superintendent, report.....	21
Elmira Reformatory, report of managers.....	124
Employers and employees, message from Governor requesting appropria- tion for promotion of better relations between.....	71
Engineer and Surveyor, State, report.....	82
report on Eighteen Mile Creek.....	66
Epileptics, Craig Colony for, report.....	15
Episcopal fund, report of trustees of.....	77
Excise, Commissioner of, report.....	134
'Farmingdale, L. I., New York State School of Agriculture, report of investigation .....	79
Farms and Markets, Department of, report, Division of Agriculture.....	39
report on investigation of.....	62
Feeble-minded Children, Institution for, Syracuse, report.....	42
Feeble-minded Women Custodial Asylum for, report.....	17
Fire Island State Park Commission, report.....	72
Fiscal Supervisor of State Charities, report.....	115
Food production and distribution, report of Reconstruction Commis- sion on .....	70
Forest Preserve, list of lands in.....	84
Franchises, analysis of service-at-cost franchises in America.....	96
Freight carrying barges on State canals, report on operation by U. S. Government .....	76

	Doc. No.
<b>Governor, statement of pardons, commutations and reprieves granted by.</b>	<b>73</b>
<b>Governor, messages:</b>	
annual .....	3
appropriation for promotion of better relations between workers and employers, request for.....	71
appropriations desired by each Department, transmitting statement of total amount .....	33
Arsenal, State, in New York city .....	69
Conservation Commission, submitting report on amendments to Conservation law .....	65
Health, Commissioner of, memoranda on preventing spread of influenza .....	46
High cost of living and fair price milk committee of New York city, transmitting report on.....	29
Highway law, amending, in relation to motor vehicles.....	68
Highways, construction of.....	31
Industrial Commission, housing of in New York city.....	59
transmitting final report on investigation.....	26
Military Commission, transfer to Department of Education, recommendation .....	55
New York-New Jersey Port and Harbor Development Commission, transmitting report .....	97
Public Service Commission, transmitting communications from.....	28
Reconstruction Commission, transmitting report on food production and distribution .....	70
transmitting report on housing situation.....	78
transmitting report on Public Health.....	63
transmitting report on reorganization of State Government.....	51
State Committeemen, recommending increase of number.....	54
State Hospitals, transmitting report on adequate appropriations....	32
Grand Army of the Republic, annual encampment, report of proceedings.	136
Gravesend and Jamaica Bay Waterways Board, report.....	47
Harlem River, report of Board of Conference on proposed improvement of.	74
Hawthorne, Jewish Protectory and Aid Society, report.....	99
Health, Commissioner of, request for financial assistance to prevent spread of influenza .....	46
Health, State Department, report.....	91
Health Officer, Port of New York, report.....	23
Health, Public, report of Reconstruction Commission.....	63
High cost of living, report of New York city committee on.....	29
Highway law, message from Governor on amending, in relation to motor vehicles .....	68
Highways, message from Governor on construction of.....	31
Highways, State Commission, report.....	116
Historian, State, report.....	144
Hospital Commission, report.....	90
Housing conditions, preliminary report of investigating committee.....	14
Housing situation, report of Reconstruction Commission on.....	78
Hudson, New York State Training School for Girls, report.....	129
Ice conditions, preliminary report of investigating committee.....	14
Index, supplemental, to Assembly bills.....	139
to Senate bills.....	138
Indian school, <i>see</i> Thomas Indian School.	
Industrial Commission, final report of investigating.....	26
message from Governor on housing of, in New York city.....	59
report .....	110
Influenza, Commissioner of Health requests financial assistance to prevent spread of .....	46
Insane, <i>see</i> State hospitals.	
Institute for Study of Malignant Diseases, report.....	57
Insurance, Superintendent of, report.....	34
International Sunshine Society, report.....	132
Iroquois, Thomas Indian School, report.....	12



